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\$14.00 PER DOZEN.  
H. PRICE & CO.,  
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# Hongkong Daily Press.

ESTABLISHED 1857.

# BLACK BERRY BRANDY

Per Bottle ... .. \$2.50  
" " " " " " 1.50  
H. PRICE & CO.,  
12, Queen's Road.

No. 14,649 號九十四千四萬一第 日六十月式年十三緒光 HONGKONG, TUESDAY, MARCH 21st, 1905. 二拜禮 號一十月三年五零百九千一英港香 PRICE, \$3 PER MONTH.

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A CHOICE AFTER-DINNER WINE  
**D. PORT**  
VERY FINE OLD VINTAGE.

**A. S. WATSON & CO. LIMITED.**  
ALEXANDRA BUILDINGS.  
[a1365]

**CUTLER, PALMER & CO.'S**  
PRICE \$10 50 PER DOZEN  
Net

"SPECIAL BLEND" WHISKY  
Blend  
Selected  
Distillations of the  
Finest Scotch Whiskies

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SIEMSEN & CO., Hongkong. [a65]

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Direct Importers of Wine, Beer and Spirits from well-known Growers, Brewers and Distillers. Prices List on application.  
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\$4.50 per Cask 375 lbs. net ex Factory.  
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SHEWAN, TOMES & CO.,  
General Managers.  
Hongkong, 1st March, 1905. [a2886]

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**THE TERMINUS STORES,**  
GENERAL STORES, FRUIT, COMMODITIES,  
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MOST respectfully beg to inform the Public that they have opened a Store in this Colony at Nos. 30 and 31, ELGIN ROAD, KOWLOON, under the style of the Terminus Stores and are prepared to accept all kinds of orders, which will be attended to and executed in the shortest time, and earnestly hope to be favoured with the kind Patronage of the Public.  
Hongkong, 9th March, 1905. [a660]

**C. LAZARUS & CO.**  
60 & 61, BENTINCK STREET,  
CALCUTTA.

**BILLIARD TABLES**  
and  
**ACCESSORIES**

Manufactured entirely in Calcutta of Thoroughly Seasoned Wood suitable for THE EAST.

The Standard Table Complete for Billiards Packed Rs. 1460.

C. LAZARUS & CO. insure against breakage without extra charge every Billiard Table supplied and packed by them.

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Established 1719,  
CHAMPAGNE GROWERS AND  
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Ship only the Finest Quality  
Extra Dry (Green Seal)  
LAURE, WEGENER & CO.,  
Sole Agents.  
Hongkong, 18th May, 1905.

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WINE & SPIRIT MERCHANTS,

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	Per Case
BRANDY .....	\$22.50
" .....	20.00
" .....	16.75
WHISKY, PALL MALL .....	20.00
" JOHN WALKER .....	12.50
" C. P. & CO'S SPECIAL BLEND .....	10.50
PORT WINE, INVALIDS .....	20.00
" DOURO .....	13.75
SHERBY, AMOROSO .....	20.00
" LA TORRE .....	16.00
BENEDICTINE, D.O.M. ....	40.50

THE ABOVE EXCLUSIVELY SHIPPED TO

**SIEMSEN & CO.**

HONGKONG AGENTS. [a54]

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ELECTRIZITAETS ACTIEN GESELLSCHAFT FORM.  
W. LAHMEYER & CO., FRANKFURT A/M.

FOR ESTIMATES OF ELECTRICAL INSTALLATIONS OF ANY DESCRIPTION  
Apply to—

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AT THE DISPOSAL OF AMATEURS

## LONG HING & CO.,

PHOTO GOODS STORE,

17A, QUEEN'S ROAD CENTRAL.

Hongkong, 15th August, 1904.

(Same Premises as Messrs. Ah Chee). [a39]

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OFFICES, CLUB, OR BACHELORS' QUARTERS,

CENTRAL POSITION, OVER WATKINS' BUILDING

(NEXT TO POST OFFICE).

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CHEMISTS AND PERFUMERS,

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Telephone 344. [a38]



ABSOLUTE PURITY can only be obtained by Distillation. Avoid Typhoid, Cholera and other Ailments by Drinking

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Only Pure Distilled Water is used in the Manufacture of the

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No Filter has ever been invented which can be relied upon to crush the germs of Cholera; the real safeguard against danger of this kind is water to drink no water at all or to drink only distilled water.—St. James' Gazette.

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GENERAL MANAGERS.

15, Queen's Road,  
Hongkong, 3rd March, 1905.

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FURNITURE, SUNDRIES & PHOTOGRAPHIC GOODS  
OF EVERY DESCRIPTION.  
EASTMAN'S KODAKS & FILMS.  
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LIFORD PLATES & PAPERS.  
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With Kuropatkin, by Douglas Story ... 8.00  
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The Prodigal Son, by Hall Caine ... 1.75  
Great Pictures from Private Galleries; Part 7, ... .. 0.50  
The Fate of Woman, by Short; Cloth ... 2.00

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TWIDDLEDEMS.  
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ASCOT.  
COMPENDIUM OF GAMES.  
Very Cheap. [a35]

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DELIGHTFUL SITUATION. UNEXCELLED RESORT FOR TRAVELLERS AND RESIDENTS.  
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S. MINAMI, Manager, Hongkong. [a117]

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HAIG & HAIG, LD., DISTILLERS SINCE 1679.

3 Star, SPECIAL—The finest of all "Peg" WHISKIES at ... .. \$13.00  
5 Star, LIQUOR—Exquisite, best in the World for Club or Private use at ... .. \$22.00  
Stop drinking rank, Smoky Stuff, because "it comes through the Nose."  
Try Haig & Haig's WHISKIES; pure, mellow matured, non-smoky, delicate flavor  
Once tried, preferred to all others. Sole Agents for Hongkong:  
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**RAINCOATS.**

**UMBRELLAS. FELT HATS.**

**DRESSING GOWNS.**

**TRAVELLING RUGS.**

**LANE, CRAWFORD & CO.**

Hongkong, 2nd February, 1905. [a38]

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MANUFACTURERS AND DEALERS IN LADIES' AND CHILDREN'S UNDERWEAR.

EMBROIDERIES, LACIS, SILK, PONGEES, GRASS LINEN, SHAWLS, HANDKERCHIEFS, BLANKETS, TRUNKS.

EBONY FURNITURE AND FANCY GOODS, No. 32, QUEEN'S ROAD CENTRAL, Any Order Promptly Attended To  
Hongkong, 12th January, 1905.

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IMPORTED EVERY MONTH, THEREFORE ALWAYS FRESH

ELEY'S, SCHULTZ'S, AMBERITE and KYNOK'S SPORTING CARTRIDGES 8, 10, 12, 16, and 20 BORE, and NEWCASTLE CHILLED SHOT in all Sizes, No. 10 to 56SG. AIR GUNS and AMMUNITION in Variety.  
WM. SCHMIDT & CO.  
Hongkong 28th November, 1902 [a24]

## PURE FRESH WATER.

THE HONGKONG STEAM WATER-BOAT CO., LD., is prepared to supply ANY QUANTITY of PURE FRESH WATER to the Shipping, both for Deck and Bollers.  
Call Flag W.

J. W. KEW, Manager.  
1st Floor, 37, Connaught Road.  
Hongkong, 15th June, 1905.

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HOTELS,

No. 8 & 10, ICE HOUSE ROAD.

THESE premises, formerly known as the Club Entrance and the Waverley Hotel, have been thoroughly renovated and furnished in excellent style as Private Family Hotels.  
Cool Rooms, Comfort of Residents, and the Cuisine a specialty.  
Apply to—

THE MANAGER

Hongkong, 7th October, 1904. [a49]

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FIRST-CLASS AND UP-TO-DATE.

Dining accommodation for 300 persons.

131 Bedrooms.

Elegantly Furnished Reception Rooms.

Private Bar and Billiard Rooms for Hotel residents.

Hydraulic Lifts to each Floor.

Electric Lighting and Fans.

Every Comfort.

Ladies' Afternoon Tea Rooms.

Ladies' Cloak Rooms.

Matron in attendance.

CHARGES MODERATE, AND NO EXTRAS.

A. F. DAVIES, Acting Manager. [a47]

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### PEAK HOTEL.

'Admirably Situated. Sheltered from the North-East Monsoon and Open to the South-West Monsoon.

A COVERED GANGWAY LEADS FROM THE TRAMWAY TERMINUS INTO THE HOTEL.

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### KING EDWARD HOTEL.

A HIGH CLASS PRIVATE HOTEL.

Ladies' Afternoon Tea-Rooms.

Private Bar and Billiard-Rooms.

Hot and Cold Water throughout.

Electrically Lighted. Electric Fans (if required).

Electric Passenger Elevator to each floor.

Table D'Hôte at separate tables.

For Terms, &c., apply to the—

MANAGER.  
Hongkong, 10th June 1903. [a1802]

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A FIRST CLASS HOTEL Situated near the Banks and Principal Offices.

Excellent Cuisine and Wines.

Large and lofty Rooms, Elegantly Furnished.

Hydraulic Elevator, hot and cold water throughout.

Special Rates for Tourists.

Launch Service for Guests.

For Terms, apply to the MANAGER.  
Hongkong, 31st October, 1902. [a48]

"BOA VISTA"  
(HOTEL-SANITARIUM OF SOUTH CHINA)  
MACAO

HAS been re-opened under European management and most strict supervision as to food, cleanliness, and hygiene of the place.

A most pleasant retreat for those desirous of a few days rest and quiet.

Comfortable accommodation for travellers paying a visit to the historical and picturesque colony of Macao.

Macao is 40 miles south-west of Hongkong.

One steamer (at Hongkong), daily to and from Hongkong, and two steamers to and from Canton, give easy communication with both these centres.

Cable Address—"BOA VISTA."

For Terms, apply to

THE MANAGER. [a241]

### MACAO

AND

### CANTON

### HOTELS.

A LITTLE CHANGE.

THE Round Trip from HONGKONG to MACAO, thence to CANTON and back to Hongkong, will be found interesting and enjoyable.

WM. FARMER, Proprietor. [a586]

QUAN WAH & CO.  
GRANITE AND MARBLE MERCHANTS.  
EXPORTERS AND CONTRACTORS.  
Sole Agents of  
QUAN TAI & CO., Lima Manufacturers.  
All descriptions of  
GRANITE AND MARBLE FOR EXPORT.  
Dealers in  
GRANITE and MARBLE MONUMENT  
Prices & Estimates on Application.  
No. 1, QUEEN'S ROAD EAST.  
Hongkong, 17th January, 1905. [a25]



## INTIMATION

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LIMITED.

ESTABLISHED A.D. 1841.

WINE AND SPIRIT MERCHANTS.

ALEXANDRA BUILDINGS.



BLEND

**A WHISKY**

OF

**GREAT AGE.**

**MATURE.**

**MELLOW**

AND

**FINE FLAVOUR.**

A Blend of the Finest Pure Malt Whisky.  
Distilled in Scotland.

ALEXANDRA BUILDINGS.

**A. S. WATSON & CO.**  
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**NOTICE TO CORRESPONDENTS.**  
Only communications relating to the news columns should be addressed to THE EDITOR. Correspondents must forward their names and address with communications addressed to the Editor, not for publication, but as evidence of good faith. All letters for publication should be written on one side of the paper only. No anonymous communications should be inserted. Orders for extra copies of DAILY PRESS should be sent before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash. Telegraphic Address: PANDA. Codes: A.S.C. 6th Ed. Editor.

P.O. Box, 38. Telephone No. 12.

## BIRTHS.

On 20th March, at "The Hut," Cattle Road, Hongkong, the wife of C. E. OSMUND, of a daughter.  
On 21st January, at London, the wife of G. E. STEWART (of Shanghai), of a son.  
On 16th March, at Shanghai, the wife of E. O. CURRIER, of a son.

## DEATHS.

On 15th March, at Shanghai, CLARENCE EUGENE FISKE, aged 43 years.  
On 16th March, at Shanghai, A. NIKSEN, Upper Yangtze Pilot, aged 46 years.

## The Daily Press.

HONGKONG OFFICE: 14, DES VOUX ROAD, LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, MARCH 21st, 1905.

HOME papers of the frivolous, chatterbox kind continue to discuss the somewhat stale suggestion that the "servant question" at Home might be answered by the importation of Chinese servants. In England the Board School and the penny novelette have made the good domestic servant of two or three generations ago a *rara avis*. Offices, factories, early (and unhappy) marriages—all these catch the "sweet sixteen" of the humbler orders; but for her, domestic service has no attractions. On the contrary, it repels. Governesses there are by hundreds; also teachers of alleged music; but very few housemaids or cooks. Governesses and pretty teachers marry Earls—in the novelette; but there is no record of a housemaid becoming a titled lady. This may have something to do with it. Whether the numbers of domestic servants who do exist are as bad as their mistresses make out, we do not know. Mistresses are human, and humanity is prone to little worries all the world over. Still, we have no doubt that Board Schools, and the novelette, have brought about a certain deterioration in the species. In talking of employing the Chinese "boy," however, these good people know not what they do. They would leap from a merely uncomfortable frying-pan into blazing torments of

the most lurid description. It is our duty to state, once and for all, here and now, that the Chinese "boy" is a horror. As a Chancellor of the Exchequer, we could imagine him bettering Mr. AUSTEN CHAMBERLAIN'S best. As a financier in the City, we could conceive of him as making his mark in some sort. As a cashier in a big and busy store, he might do well, particularly for himself. As a prosperous pirate, likely to let his victims know the worst at once, his success in life would seem to us to be assured; and he would, to a not too aesthetic eye, make a becoming tassel to a fairly long and strong rope. As a house servant, or even as a hotel servant, he is out of place. He is never so much in the way, either, as when he is out of place; but that is, of course, a too facetious reference to his habit of quartering himself with some other hospitable "boy" who is not yet out of a place. There are, we believe, human beings going about the world who say that the Chinese "boy" is a good servant. The most charitable construction seems to be the usual one of temporary insanity. He is not a good servant. He is about the worst that could possibly be imagined. He is dishonest, he is lazy, he is dirty, he is impudent, he is incredibly cunning. The heat of his kind is the one to watch, and swear at, and dismise, and mourn for, and invite back again, to make you pay, you may be sure, through the nose for your temporary attack of self-assertion. He is capable of the meanest and most maddening revenge. If he be prevented from "squeezing" on the table decorations, he will see to it that none but withered or damaged flowers appear on the table. It is on record that, being prevented from exacting a commission on the kitchen vegetables, he deliberately soiled and made unsavoury all that came to table. Save where an energetic mistress is in the habit of cheyving him about his work, the removal of almost any light article of furniture will disclose the dust of ages behind it. He breaks things, sticks them together temporarily with soap and a bit of string, and when the damage is ultimately discovered, he has "no envy," or concludes that the boy who was there before him must have done it. To treat him with kindness, as a human being, is a confession of weakness which he is prompt to take advantage of. To treat him otherwise is to invite all sorts of reprisals, including the very awkward boycott, the organisation and working of which he thoroughly understands; while in Hongkong, to administer the corporal chastisement that he would assuredly get in Shanghai, is to incur the certainty of magisterial intervention and unpleasant notoriety. All those who boast possession of a good "boy" speak truthfully, with reservations. They shut their eyes to much, and they pay very high rates indeed for his "goodness." Others who speak highly of him, globetrotters and the like, know nothing about him; and especially are they ignorant of what he thinks and says of them, else would their chorus of praise cease with ludicrous rapidity. There may be other bad servants in the world. There doubtless are. But that there are any to equal the Chinese house-boy, for general depravity and all-round worthlessness, at any rate as he exists in Hongkong, is too much to ask us to believe. He is one of those objectionable creatures in whom it is hopeless to look for reform, compulsory or voluntary. The only conceivable way to improve him would be, as MARK TWAIN might say, with a club—a big, hard, heavy club, with jagged spikes on the knobby end of it.

Part XIX of the *Japan Chronicle's* excellent diary of the war has reached us. The illustrations appear to be improving with each number. The offices of Messrs. W. H. Boyd & Co., at Yokohama, were recently burglariously entered and rided of goods valued at 2,000 yen. Mr. J. M. Kemp sat on the bench of the small Police Court yesterday, and together with Mr. F. A. Hazeland, disposed of a number of petty larcenies. The weekly return of communicable diseases, dated 16th March, reports no plague, one European case of diphtheria, one Chinese case of small-pox (fatal) and one of enteric fever. A telegram from the Secretary to the Government of Burma to the Colonial Secretary at Hongkong, notifies that the restrictions instituted against arrivals from Hongkong port are now removed. The current copy of *Der Ferner Osten*, edited by Mr. C. Fink, at Shanghai, contains some articles about Japan and China that are excellently illustrated, and one without pictures in which "Sinophiles" has much to say that is interesting about inland China.

Mr. Justice Smith yesterday gave judgment for the plaintiffs in the case of the *Hep Loong v. Weismann*. Limited, a claim for \$649 for biscuits supplied. Full text of the Judgment will appear to-morrow.

The visitors to the City Hall Library and Museum during the week ending the 19th March, 1905, were 290 non-Chinese, and 114 Chinese to the former, and 134 non-Chinese, and 3,068 Chinese to the latter institution.

A crown Lands sale was held at the Public Works Department yesterday when Rural Building Lot No. 121, situated in Barker Road, and Inland Lots Nos. 1,733 to 1,737 on Shauiwan Road near Taihang village were put up for auction. The first lot was sold to Mr. Ram for \$3,550, and five Chinese buyers paid \$100 for each of the second lots.

The death is announced of Mr. Arthur H. White, late Deputy Consul-General and Deputy Postal Agent for America at Shanghai, which occurred suddenly on the 21st February at San Francisco. Mr. White retired last year from his post at the American Consulate, setting up in private legal practice. He was born at Hudson, New York in 1873 and came to Shanghai eight years ago. He had gone to America to make arrangements in connection with a large trading concern to operate in China with headquarters in Shanghai, and when carried through to a successful issue which death overtook him so suddenly. Mr. White, says the *N.C. Daily News*, will be much missed in American and Chinese circles there.

We desire to bring to the notice of our readers that an excellent smoking concert will be given in the old Chamber of Commerce Room (City Hall) this evening, under the auspices of the Asiatic Quadrille Club, particulars of which will be found in the advertisement columns of this issue. A really excellent programme has been arranged, and the services of some of our best local talent have been requisitioned. The concert room has been handsomely decorated and everything possible has been done for the comfort of the guests, and we have every reason to believe that those who avail themselves of this opportunity of spending a pleasant evening will have no reason to regret the modest dollar demanded for admission.

An apparently trivial, but interesting question was raised by a letter in the *N.C. Daily News*. It is not easy to answer offhand, either. In going round a corner, which wheel or wheels of a vehicle have the tendency to lift? The editor of our contemporary in a footnote says: "In going round a corner the weight of the vehicle is thrown on the outside wheels," which is scarcely a sufficient answer, although it seems to imply that our contemporary thinks the inside wheels are the ones to leave the ground. Weight, of course, flies centrifugally away from the axis, or corner in this case; but it is also certain that an up-standing body leans toward the inside of the curve, in which case the outside wheels would lift. The interest of the question lies in the heated argument it seems to have caused in the north.

Mr. W. A. Allen, Purser of the P. M. S. Korea, reports:—Captain James H. Simmonds, a member of the Shanghai Licensed Pilots Association, who was a passenger aboard the Korea on route from Shanghai to Hongkong to join the *Manchuria* at the Shanghai river, died suddenly of apoplexy on the night of the 15th. He was buried at sea on the following day. Captain Simmonds was a well-known man in his profession, having been in the East for many years. He began his career in the Aberdeen White Star Line, and was afterwards in the Orient Line, and then joined Messrs Butterfield & Swire. He has been a member of the Shanghai Licensed Pilots Association for the past four and a half years. He was much respected for his genial disposition. His wife, who was accompanying him on the trip and was with him at the time of his death, has the sympathy of their many friends.

We understand that on the retirement of Sir Hiram Shaw Wilkinson the title of Chief Justice irrevocably disappears. Energetic efforts on the part of the China Association here and in London have been of no avail, and for the sake of departmental convenience, China, Korea, Zanzibar, Constantinople, etc., are put on a uniform basis. It is of course totally impossible for the lay mind to appreciate the notion of His Majesty's authorities, which must imply that China and Zanzibar qualify for identical treatment. Zanzibar is somewhat out of our beat, says the *N.C. Daily News*, but we do know that the day has not yet gone when prestige counts for much in the Far East. It is of course obvious that we acquire a gentleman of high character and judicial capacity in Mr. de Saumarez, but His Majesty's Government clearly considers that, given efficiency, title is of little moment; if such be the view it is indeed astounding that it should be made applicable amongst Oriental people, to whom rank is almost everything.

The following letter appeared in the *Japan Chronicle*:—

SIR,—I am directed by the Director to inform you that a fire broke out on the 7th inst. among the parcel mail bags stored in the mail-car of the Sanyo train which left Kobe at 10 p.m. on the same day while the train was running near Kamagata Station, in the province of Bitchu. About two-thirds of the whole mail, which consisted of 392 bags (including 18 ordinary mail bags and 81 parcel bags dispatched from Kobe), was destroyed or damaged. In this connection, the attention of foreigners is invited to the fact that among mail matter and parcels destined for Mongolia, Korea, and North China, etc., and posted at Kobe or Sanmomiya between the hours of 9 p.m. on the 6th inst. and 3.5 p.m. on the 7th, some may have been destroyed. Senders, however, of parcels and registered articles that have been destroyed will be notified later on, after investigations have been made. I am, &c.—IRANO KUSAKA, Superintendent of Foreign Mail, Kobe, March 11th, 1905.

It is rather late now to refer to the Japanese treatment of foreign war correspondents, but a private letter received yesterday at Hongkong revives the subject in a remarkable manner. The writer states that Baron Komura, in conversation with him in 1902 (or two years before the war) spoke to him of the mistakes irresponsible correspondents had been allowed to make in South Africa; and said then that in the event of war, Japan would take steps to discourage anything of the kind in her own case.

At the officers' room at the Shanghai Town Hall on March 14th, Major Watson, on behalf of the officers of the S.V.C., presented to Major Wedemeyer, a very handsome Japanese bowl in recognition of his long services to the Corps, dating back from 1888. In making the presentation Major Watson recalled that Major Wedemeyer had commanded the Light Horse, been Corps Adjutant, and finally Staff Officer. His record was one to serve as an example to the young men of Shanghai, and his fellow officers hoped that the bowl would be a slight reminder to Mrs. Wedemeyer and himself of their associations with the Shanghai Volunteers. They wished them both every happiness and prosperity at Foochow. Major Wedemeyer, reports the *N.C. Daily News*, made a happy little speech of thanks and said it was something of a wrench to leave Shanghai after a residence there of eighteen years. The bowl would always be cherished as a reminder of the friends who had given it.

## BRITISH NORTH BORNEO.

The government of British North Borneo is a matter that has for a long time given our contemporary, the *Straits Times*, the utmost concern. It does not love the Chartered Company which has control of that fruitful territory, and it loses no opportunity of saying so. We have previously quoted what it had to say about what it still describes as "the anarchy of Li Min," a coolie who, it appeared, was somewhat unjustly treated by officers of the British North Borneo Company. It has now discovered another scandal; but the following quotation will be sufficient explanation of our reason for not quoting more:—"A statement of this kind in a public journal merits either official investigation or a libel action; and as the British North Borneo Administration has been seeking cause for such an action against the *Straits Times* for some time past, we would suggest that this is a fit and proper article whereon to base a suit. We feel assured that such a case would be the best thing that ever happened to British North Borneo. The Imperial Government would be compelled to step in to administer that territory as it ought to be administered. Then there would be a return of prosperity, because the country itself is good and rich. Only the government is bad." The charges made by the *Straits Times* against officials of the Company appear to be based partly on an incident that is thus recorded in the official journal of the Company, the *British North Borneo Herald*:—

"During the last week of the old year about a thousand natives turned out to make a new road from the Papar skips to the Office, and a fence to keep the buffaloes off it. The only party remaining is turning the sides, which will be done when sufficient rain has fallen. In payment for this a *manan* bear took place on Jan. 1st, when some 8 buffaloes, 8 bags of rice, half a picul of tobacco and a few cases of gin were demolished. Each man of the round thousand that came took away food for the rest of his family. The natives prefer this form of payment to any other."

The *Straits Times* concludes with these words:—"The darkest hour is that before the dawn, and though affairs are very black in Borneo just now, we have reason to believe that the Chartered Company's administration is bringing about its own damnation, and that at the present rate of decline it cannot last many months longer. There seems to be every prospect of the Imperial Government having to take over the territory by or about the end of the year, or hand over the place to Sarawak."

## THE THEATRE.

The Dallas-Bandmann Opera Company last night gave their patrons a change, when they presented "The Duchess of Dantzic"—a semi-historical play dealing with the always popular Napoleonic period, and portraying the people and incidents supposed to have surrounded that romantic character, Napoleon I.

The theatre was about three parts filled which, considering the alarming downpour of rain, was complimentary to the drawing power of this Company.

The play opened in a laundry in the Rue Royale, where thirteen pretty laundresses were flirting with seven gorgeous members of the National Guard under Captain Rogner (Mr. Frank Cichman) who had a fine opening song and Sgt. Lefebre (Mr. Cooke) who sang a fine drinking song—*Sans Gène* (the mistress of the laundry) was played by Mrs. Dallas, who subsequently becomes a charming vivandiere, to accompany her soldier lover to the wars. During the first act, after the attack on the Tuilleries, the kind hearted *Sans Gène* gives shelter to an escaping Royalist, (Mr. Kaya) incurs the suspicion of her lover, and thus affords opening for a fine song by Mr. Kaya, "Noblesse oblige." He was capably dressed and made up for the aristocrat, and indeed, throughout, the characters were all well put on. Mrs. Dallas had at the end of the act some of the largest bouquets ever handed over the footlights. It is understood that Mr. Henry Dallas' personality should be so pronounced, so easily recognizable, Napoleon was a villain, perhaps, but he was never a fool, and it was difficult to refrain from giggling at last night. There was quite a smack of burlesque about him. Perhaps when he comes to be lieutenant, and becomes (in the following acts) the Emperor, he may be otherwise; but our representative did not stay to see. A longlier and more detailed notice of the piece may be given later.

## TELEGRAMS.

["DAILY PRESS" SERVICE.]

## SIR EDWARD ALFORD DEAD.

LONDON, 20th March.

Sir Edward Fleet Alford, youngest son of the late Bishop Alford of Hongkong, died on Saturday, aged fifty-five.

[Sir Edward Alford came out to Hongkong nearly forty years ago, at the age of seventeen, as an employee of Messrs. Jardine, Matheson & Co., in which firm he ultimately became a partner. He was Chairman of the Shanghai Chamber of Commerce in 1896-97, and left in the latter year for Home, when he retired from business. He was a candidate for Parliament at the last general election. He served on the committee appointed by the Government to inquire into the Chinese indemnity question, and on the committee to consider the increase of Import Tariff, three years ago. He married the eldest daughter of the late Colonel John Shand, of the Madras Staff Corps.]

## FRANCE, GERMANY AND MOROCCO.

LONDON, 20th March.

It is announced that H.M. the Kaiser is to visit Tangiers on the 31st instant.

There are reports of complications between France and Germany with regard to Morocco, owing to German influence in that quarter threatening to become predominant.

## INDIA'S SORROW.

LONDON, 20th March.

The week's deaths from plague in India number 45,000.

[REUTER'S SERVICE.]

## FUNDS FOR JAPAN.

LONDON, 18th March.

If satisfactory terms can be arranged, a number of New York bankers have signified their readiness to participate with German financiers in bringing out a Japanese loan.

## AN "OFFICIAL" ANNOUNCEMENT.

LONDON, 18th March.

It is officially announced that Russian's gold reserve yesterday stood at 1,349,000,000 roubles, against circulating credit notes of 993,000,000 roubles, and that the amount legally required to cover these is only 602,000,000 roubles.

## THE WAR.

## JAPAN AND GERMAN LOANS.

LONDON, 20th March.

Japan is opening negotiations for a loan in Germany.

## KUROPATKIN'S COMMAND.

LONDON, 20th March.

It is reported that General Kuropatkin is now commanding the First Army Corps in Russia.

[BY COURTESY OF THE JAPANESE CONSUL.]

## THE PROGRESS OF THE PURSUIT.

TOKYO, 20th March.

At 4 a.m. on the 19th inst., our detachment occupied Kaeyuan, twenty miles north of Tieling. The enemy afterwards attempted a counter-attack, but was repulsed. The enemy burnt the bridges on the main road south of Kaeyuan, and also destroyed a part of the railway bridge. A number of Russian guns were found buried near Mukden.

[REUTER'S SERVICE.]

## ROZHDSTVENSKY'S FLEET.

LONDON, 18th March.

Reuter's Antananarivo correspondent wires that Admiral Rozhdstvensky's squadron left Nossi Bé, Madagascar, on Thursday, and that its destination is unknown.

## LATEST STEAMER MOVEMENTS.

The I.G.M. str. *Prins Regent Luipold* left Kobe via Nagasaki and Shanghai on Sunday, p.m., and may be expected here on Tuesday, the 28th inst.  
The I.G.M. str. *Prins Heinrich*, which left here on the 15th inst., p.m., arrived at Shanghai on Saturday, the 18th inst. at 9 p.m.  
The C.P.R. str. *Albatross* arrived at Shanghai at 3 a.m. on Sunday, the 19th inst., and left again at 10.30 a.m. same day for Nagasaki, where she is due to arrive at 7 a.m. to-day.  
The C.M. str. *Tenhai* left Singapore on the 18th inst., and is due here on the 24th inst.

## SUICIDE AT SHANGHAI.

The following evidence was taken by the American Consul at the inquest concerning the suicide of Clarence Eugene Fiske, of the American Tobacco Company, which was reported in our telegrams at the time.

Edmund Kemper, sworn, identified the body. He had known deceased for about thirteen years. The last time he saw him alive was at about 8.30 that morning (March 15). His boy told him that Mr. Fiske wanted to see him so he went into his room. Deceased said he had not slept since one o'clock and that he had a most miserable night. He asked witness to tell him what his condition was. Witness told him that he seemed all right, and deceased replied that from his experiences through the night he feared that he was mentally unbalanced. Witness said: "Nonsense, you are all right, you are in just as good mental condition as you were yesterday." Deceased asked if he was in as good condition as he was the previous week. Witness told him he was, in fact that he was probably better than he was last week, because towards the end of the week he had worked himself up into a nervous condition, which he now seemed to have got over. Deceased retorted that witness would talk that way even if he were wrong. Witness assured him honestly and truly that he was all right. Witness then left and did not see deceased again until he was called home by telephone. Dr. Paulun was then present. Witness had gone to his office after calling at Dr. Reid's on the way. He had seen deceased in a similar condition before. Mr. Fiske had been more or less depressed at various times. He worked himself up into a nervous pitch and then became more or less depressed. From the conversation witness had just had, he never thought of his taking his life. In private conversation with witness he had always been opposed to a man taking his life. Witness had seen the pistol found by deceased before. It belonged either to deceased or the Tobacco Company, but was always in deceased's possession. The last time witness had seen it was on a houseboat trip up-country last week. Witness was familiar with deceased's hand-writing, and identified two cards found in his room as having been written by him. Witness first noticed these cards when Dr. Paulun had left, about 11.30. Witness had been a very close friend of Mr. Fiske for years. He had been living with him ever since he (witness) came to China three years ago. The cards referred to "Ed," which he took to mean him, as deceased always called him by that name.

Dr. Reid, sworn, said he had been acquainted with deceased for some years, and attended him on several occasions. Witness had examined the body in the room upstairs and identified it. Witness received a message while at the Nursing Home that Mr. Fiske wanted to see him. He came round to the house about 11 a.m. Mr. Fiske said he had had a bad night and that in fact he was insane. He certainly did not look as if he had slept well and seemed very much depressed. He asked witness if he could not give him anything to make him sleep. Witness had seen him in a similar condition several times. This time he seemed so depressed that witness thought it would be better to have him under care so he suggested that deceased should go to the Nursing Home. Witness wanted to take him along then and there, but on telephoning to the Home he found it would take about an hour to get a room ready. Mr. Fiske said he would go along about two o'clock. He seemed quite satisfied. Deceased could not have been in normal health, and he seemed to realise that he was not himself. Witness did not notice the cards (produced) when he saw deceased.

Dr. Paulun said that he was called by telephone from the General Hospital at about 11 a.m. He came straight round. When he arrived he noticed some cards on the dressing table. Witness examined the body. He found it in the same position as it was in when seen by the jury. There was blood all round and the right side of the skull was blown to pieces. The body was still warm, but there was no pulse. The eyes were open. Witness thought deceased had been dead for about a quarter of an hour when he saw him. Witness thought the wound in the head must have been caused by a shot. The pistol was found in the room close to the head when dead. The wound might have been self-inflicted. Witness was familiar with the Mauser pistol.

His Honour stated that a clip containing nine cartridges was found in the pistol. Another clip containing ten was found in the drawer close by. They had not been able to find a discharged cartridge.

Witness said that this pistol threw the discharged cartridge some distance away. The probabilities were that the wound was self-inflicted.

Mr. Fiske's house-boy was called. He stated that he had been with Mr. Fiske for nearly six years. When Mr. Fiske shot himself witness was out. After Dr. Reid had gone his master had told him to pack up his bag as he was going to the Nursing Home, and witness had gone out to get some handkerchiefs from the washroom. Deceased had taken his ordinary breakfast up in his room that morning. Witness was only out of the house about ten minutes. When he came back he found his master lying on the floor. At first he thought that Mr. Fiske was sick and called out to him. When he saw the pistol and the wound he went round at once to Mr. Warner and asked him to telephone to Mr. Kemper to come home.

Mr. Kemper's boy said that he was in the cook's house most of the morning and he did not hear any report.

His Honour then read out the contents of the two cards found on deceased's dressing-table. They were both written in pencil, and ran as follows:—

Ed.  
Take my watch. Fiske.

Goodbye old man.

and Ed.

Tell Anderson to execute my will O.K. Fiske. The jury after a short consultation found that deceased came to his death between 11 and 12 o'clock through the effect of a self-inflicted wound by his own hand while temporarily insane.

## WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:—  
On the 20th at 12.10 p.m. Yesterday afternoon a depression, which has probably moved towards N.E., was lying to the W. of the Loochoos.

The barometer has fallen in Hongkong and Weihai.

Pressure continues relatively high over N. China, and gradients are apparently moderate for N.E. winds along the China coast, and slight with variable winds over the N. part of the China Sea.

Forecast:—N.E. winds, moderate; rainy with thunder.

Except from Weihaiwei there are no returns from the China coast and Japan this morning.



## HONGKONG JOTTINGS.

The *Minnesota*, the pioneer steamer of the Great Northern Co's service between Seattle and this coast of the Pacific, came to the man-in-the-street to again take note of the astonishing increase in recent years in the size of the steamers now entering the ports of the Far East. What a change has come over the character of our shipping during the last five years! This is especially noticeable in the ships that cross the Pacific. It brings home to us the expansion which is taking place in the trade of America with the Orient, and the commencement of a service of steamers like the *Minnesota* manifests the confidence felt on the other side of the Pacific in the possibilities of the development of trade in the immediate future. Not only have the San Francisco companies increased the tonnage of their vessels, and the Great Northern Company excelled them in this respect, but the Canadian Pacific Company are also building new steamers for the trade. The man-in-the-street is inclined to wonder where all the freight is to come from for the homeward trips.

The crowds which flocked off on the launches on Saturday to view the *Minnesota* saw a great deal to marvel at in the arrangements made for the comfort and convenience of passengers, and the increasing size as well as the increasing number of steamers crossing the Pacific suggest a time when it will be as cheap to get to England via America as via the Suez Canal. We have seen great developments in recent years in the German steamship services to the Far East via the Suez Canal and a few more having it made manifest to us at this season of the year how passengers struggle to book berths on the largest steamers. How long, I wonder, shall we have to wait before the P. and O. Company put some of their largest steamers on this run? Sir Thomas Sutherland a few months ago in a speech foretold that there is no indication that they are coming this year.

It is satisfactory to learn from the annual report of the Superintendent of Police that during the year 1904 there was a very substantial decrease in the number of serious offences as compared with the number in the previous year. There is nothing in the Report suggesting an explanation of the decrease, but it is possibly due largely to the more peaceful and prosperous state of the neighbouring provinces, and also to the frequent use of the stocks as a form of punishment in cases of robbery and larceny.

The outcry against the increase in the price of butcher's meat in Hongkong does not seem to have had any marked effect except on the activities of the Dairy Farm Co. who have seized the opportunity to make known the possibilities of a great development of their frozen meat business. Noticing the remarks in the Hongkong papers on this subject, and particularly the references made to the example set by the foreign community of Kobe, the *Japan Chronicle* remarks—"There is nothing like united individual action, and it is just possible that had there been a little more of it among foreign residents the cry would not be so loud at the present time concerning the increased cost of living all round." There was a time in the history of Hongkong when the community raised upon any excuse for a public indignation meeting, but the suggestion of such a thing now-a-days is regarded with absolute indifference. "The increased cost of living all round" is, to be sure, a theme on which any number of speeches could be made, and if we could get a little more of this "united individual action" it is just possible that the Government might be induced to consider the many ways in which they could assist the community in the matter. Reverting to the price of meat, it seems to be accepted as a sufficient excuse that the Chinese authorities of the neighbouring provinces have deemed it necessary to limit the export of cattle. But what is the Government doing to encourage the breeding of cattle in the New Territory which was so ardently advocated a few years ago? We have in Hongkong means of checking "squeeze piglets" in this connection which is denied to the foreign communities further north, if only we would use them.

About the "Musings in a Hongkong Chair" published a few days ago in the *Daily Press*, a question which must often suggest itself to those who muse in Hongkong Chairs, is: "Why do we call the queue a pig-tail?" Surely the queue is no more like the curly caudal appendage of the pig than it is like the horn of a buffalo. The explanation doubtless is that "pig-tail" is a description which has been passed down to us like a heirloom from our English forefathers who came to China a century ago or more when the term "pig-tail" was in common use in England to describe the tenuous mode of the day. The "tails" of our English forefathers were much shorter than are the queues of the Chinese, and therefore more nearly answered to the descriptive term "pig-tail." The Army was the first to abandon them in the beginning of the Nineteenth Century, but the Navy stuck to them until 1825, and their disappearance was then lamented in a pathetic ballad, the refrain of which ran:—

Oh, long shall poor old England  
That unhappy day bewail,  
That turned her fate to coppies  
And left Jack without his tail, sir!

BANYAN.

General Bragg, the Consul General for the United States, calls our attention to the paragraph (the statement in which was taken from an American paper) referring to four American consuls said to be charged with receiving bribes. There are no present senators bearing the names given, says our informant.

## SUPREME COURT.

Monday, 20th March.

IN CRIMINAL JURISDICTION.

BEFORE SIR H. S. BAKERLEY (CHIEF JUSTICE).

WOUNDING WITH INTENT TO MAIM.

Wong Kwong Tai, Chau Choi and Lai Fat were charged with wounding with intent to maim. Hon. Mr. E. H. Sharp, K.C. (Attorney General), instructed by Mr. Morrell (of the Crown Solicitor's office) prosecuted. The prisoners pleaded not guilty, and the following jury was empanelled:—Messrs. F. W. White, J. D. Kinaird, C. Linahan, D. S. D. Bargar, H. D. Bell, Erich Georg and A. G. Coppin. The Attorney General in his opening remarks said:—These three prisoners are charged with acting in a gang and committing an attack, a very brutal attack, on a Chinese police sergeant in the New Territory. The facts are that on the 31st January, between six and seven in the evening, this sergeant was on duty at a place not far from Deep Bay, near the Tak-tai Temple, which appears to be used as a sort of club or lodging house for very undesirable characters. The sergeant saw a man coming out of the temple, and walking away in a manner such as to cause suspicion. As soon as this man saw the sergeant he took to his heels and ran. The sergeant gave chase, arrested him, and found several boxes of opium and a scales on his person. Bringing the man back along the road towards the police station, when they reached a lonely spot the three prisoners came out and demanded the man's release. One prisoner is keeper of the temple. The sergeant refused to surrender the man, and the four attacked him. He took out his whistle, but the place was too far from the station for it to be heard. The man snatched the whistle away, and also the sergeant's revolver. The sergeant finally was thrown down, kicked, and stabbed ten or fifteen times in the face. They tried to blind him. The sergeant, after putting up a very good fight became insensible. His body was dragged some distance along the road and thrown into a pit. They may have thought the man was dead, but fortunately he was not. Some time later a policeman was walking along the road and heard groans. The wounded man gave certain information, and in consequence of this the three men were arrested at the temple. The sergeant was brought into the Government Civil Hospital where he was laid up for six weeks.

After the hearing of the evidence, the Attorney General said he desired to withdraw the charge against the third prisoner, as he did not consider the identification of this man satisfactory.

The jury returned a verdict of guilty with respect to the first and second prisoners. They were sentenced to five years' hard labour and to receive 24 strokes of the birch within the first six months' imprisonment.

ASSAULT ON A JUNK.

Lo Po Shing and Lo I were charged with wounding with intent to do grievous bodily harm. They pleaded not guilty and the following jury was empanelled:—Messrs. D. E. Clark, L. Datam, E. C. Engel, J. Cruickshank, J. Benjamin, W. F. Muat and T. E. Collinge. The Attorney General in his opening statement said the two prisoners were charged with acting together in an attack on Pang Ling for purposes of either robbing him or doing him grievous bodily harm. This man Pang Ling was a sort of small ship-chandler and carried on business with junks at a village not far outside British territory. He was also a money lender, and was owed £120 by a woman who owned a junk. On the 11th February, in the afternoon, this man was in Hongkong and went on board the junk of this woman. She admitted the debt but said she could not pay then. The junk left in the afternoon, this man being on board as a passenger. The prisoners were sailors employed on the junk. At seven in the evening Pang Ling went to sleep in the hold of the junk. At about two or three o'clock in the morning, just outside Lyemam, the first prisoner woke up Pang Ling and demanded money. Pang Ling said he had none, and the first prisoner proceeded to search him. Pang Ling struggled, and the first prisoner slashed at him with a chopper. Pang Ling shouted and the second prisoner came to the assistance of the first, attacking Pang Ling with a blade and inflicting somewhat serious injuries. Pang Ling was in hospital for ten days. Pang Ling called for help and the women came to the rescue. The junk arrived back at Hongkong on the following morning and the prisoners were arrested.

The prisoners were convicted and sentenced to five years' hard labour and 24 strokes of the birch within the first six months' imprisonment.

Robbery. Cheung Mak Sang and Yau Kui were charged with robbery, and Wong Yau Fat with robbery with others. The latter pleaded guilty, and subsequently gave evidence against the first two prisoners who pleaded not guilty. The jury was as follows:—Messrs. J. McArthur, M. P. Beattie, C. G. Brückner, T. E. Collinge, F. E. C. Georg, P. A. Cunningham and C. Linahan.

Mr. H. G. Calthrop, who in this case acted for the Attorney General, in opening the case said that the robbery had been committed in the New Territory. The prisoners on the 22nd February attacked a house (there were six robbers altogether) at one o'clock in the morning. The robbers seized an inmate who had just returned from abroad (from Honolulu), bound him and threatened to take his life. They asked him for money, and for his keys. He refused, and they broke open the boxes and stole property to the value of about \$350. Wong

Yau Fat was arrested and gave information which led up to the arrest of the other two. The prisoners were convicted and sentenced to five years' hard labour and 24 strokes of the birch within the first six months' imprisonment. Wong Yau Fat was sentenced to four years' hard labour and twelve strokes of the birch within the first six months' imprisonment.

## CHINESE ENGINEERING AND MINING CO.

As the legal proceedings in connection with this company continued to arrive in fragments, long after the verdict had been (telegraphically) announced in the *Daily Press*, the following story of the events leading up to the litigation (from the *China Review* of Tientsin) may be acceptable to those interested:—

The company was originally a Chinese undertaking with an intelligent, if rather unsophisticated Chinese gentleman, Chang Yi-mao, as Director General, he being an official of the Chinese Government; and the company being, like the China Merchants S.N. Company and the local railway and telegraph undertakings, under the aegis of the Chinese Government. In 1902 the said aegis was not worth much, and the opportunity was taken by a smart London financial agent of American nationality, Hoover, who had been in the service of the company, to get the company into the hands of his firm, a London firm also distinguished by smartness, Messrs. Bewick, Moore & Co. The foreign troops had spread over the land, and the company's property was seized and occupied by them. Ching-yung, the company's financial agent, was taken for a group of half-a-dozen men. Its wharves, ships, and properties were, to all appearance, only so much loot, and Chang Yi-mao himself was turned out of his house, the fine residence on Meadows Road, Tientsin, which is now occupied by the agent and general manager of the company, but which in 1902-1 was made the headquarters of the Japanese troops. This was Mr. Hoover's psychological moment. "You have rejected my generous offer to put new life and capital into the company," he said to Chang Yi-mao, "and now see what comes of it. Your properties are all seized and will be confiscated by the Powers; you will get not a cent of recompense, while I can offer you a £100,000 down, with more to follow, and (it may be imagined) something for yourself to soothe your family. Further, the company can then be put under British laws, and those who are willing to rob the Chinaman will be far too conscientious to steal from a great Power. You will therefore gain something and lose nothing by accepting my proposals; you lose everything and gain nothing by rejecting them. Is it a go?" "It is a go," replied Chang Yi-mao in effect, after duly mulling over the offer of disinterested persons such as Mr. Detring and Mr. von Hanneken. A deed was drawn up by Mr. Emery, barrister-at-law, whose periphrastic need not be called in question behind his back, and it was arranged, among other things, that the company should be regenerated according to the immemorial provisions of British joint-stock company law; that the management should be conducted by two boards, one in London and one in China; that Chang Yi should continue as Director-General, having equal powers with the foreign directors in China, that the management of the company's mines, ships, and all other properties in China should be in the hands of the China Board, and that all the shareholders, Chinese and foreign, should be persons of "good name"; finally, that the company should be managed in such a spirit as to conduce to the harmony of Chinese and foreign interests on a fair and equal basis, to the enrichment of the Chinese Government and the general benefit of all concerned.

Now it is not too much to say that every one of the special provisions above summarized has been flagrantly and wilfully violated. There is no China Board, and never has been since the agreement was signed; hence the management has not been directed by such a board, but alternately by London and Brussels; Chang Yi did not continue as Director-General, and was no more allowed to control its affairs than the coolies who swept the floors. On the historic occasion when he attempted to set a finger and have the flag of China hoisted at the Longhai mines, he was figuratively bit on the head with a brickbat and curled up on the floor; the flag of China and Belgium fluttered for a moment in the breeze, till British troops were ordered to the spot and the British flag was hoisted in their place. Chang Yi-mao has indeed had equal powers with the foreign directors in China, for there are no foreign directors in China, and Chang's powers are nil; and things which are equal to the same thing are equal to one another. The shareholders in China have never been allowed to elect or have a hand in electing a London or any other board. This is the method that has been employed to bring about the spirit of harmony and brotherly love which Mr. Hoover and his co-signatories put their feeble pens to in February 1901.

At the same meeting of shareholders in London reference was made to the threatened litigation, by which Chang and his party and the China shareholders—who include many Tientsin residents—sought to compel fulfilment of the terms of the written compact. It was stated by the London Chairman that the proceedings did not concern them any more, and would cost an amount to much, unadvised, however, has gone in favour of Chang Yi-mao and the China shareholders. If this is upheld on appeal, as seems most certain, the management and control of the company will be shifted to China—that is to say, to Tientsin or Shanghai, and China shareholders, foreign and Chinese, will, for the first time, gain control of their own property. Thus at length will British law (and to promote the spirit of justice and equity which Mr. Hoover and his party have hitherto, with wonderful ingenuity, contrived to defeat.

The *Japan Chronicle* adds:—There is one correction in the above account which we happen to be in a position to make. It is that Chang Yi-mao was not turned out of his house in Tientsin by the Japanese in 1900. The arrangement by which it should serve as the Japanese headquarters was a perfectly amicable one between him and the Japanese authorities. For the whole period that the house was occupied the Japanese paid rent for it, and during this time Chang Yi-mao and his family lived quietly at Nagasaki.

At the annual meeting on March 14th of the shareholders in the Shanghai Horse Bazaar Co., Ltd., the Chairman (Mr. A. W. Buckley) was able to comment on a year which had been prosperous under difficulties. The last mortgage has been paid off, the building improvements have been carried out and paid for from working capital, and the directors were able to recommend a dividend of ten per cent, with a bonus of two per cent added.

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## THE COMING AUSTRALIAN TOUR.

BY LORD HAWKE

(Captain of the Yorkshire County Cricket XI).

There is no doubt that the visit of the Australians will overshadow all other cricket this coming summer, and this is not to be wondered at. Ever since Messrs. Spofforth and Boyle routed a magnificent side of M.C.C. in an extraordinary match which lasted only four and a half hours, a Colonial tour has inspired a thrill of interest in all classes of the community which has no parallel in other years. The value of the different elements that have visited our shores need not here be estimated, but without fear of contradiction I will say that the last side was equal to any of its predecessors and in Mr. Victor Trumper it possessed the best as well as the most attractive batsman in the world. The Colonials will certainly strain every nerve to avenge the fine series of defeats inflicted on them by the side sent out by M.C.C. to recover the "ashes," a task which was successfully accomplished in a way that has now become historical.

At present Colonial cricket suffers from the want of new men. At all times the range from which a representative side can be recruited at the Antipodes is far more restricted than with us, and out of the sixteen cricketers actually invited to participate in their last five Test Matches, only three—Messrs. A. R. Oates, A. C. C. and P. McAlister—had not previously visited England. The Colonial interest during their current season will be concentrated on the discovery of "new blood," but of bowling which is unfamiliar to us at home, that of Mr. Catter alone promises to be first-class.

It is, however, too soon to prophesy. The determination with which the Australians play cricket, the steady way in which they never lose their heads or give anything away, their sound batting, and above all the excellence of their fielding and their great knowledge of the game, must at the worst make them formidable. I say at the worst, but there is not the least ground for believing that any deterioration will be shown from the high standard of the last side except in bowling, and even about that we may receive an unpleasant surprise.

THE SELECTION OF A TEAM.

No one who has not had the arduous task of selecting a side to do battle for England in a Test Match can appreciate the enormous responsibility which falls upon those who have the thankless task. It has been my duty on the two last occasions and without being invidious, I should like to express the opinion that it does not require five men to pick eleven cricketers. The practice on the last tour was that the Board of Control of Test Matches nominated by the Committee of M.C.C. chose three to compose a Selection Committee and these co-opted the Captain and another amateur who was to play, before deciding on the rest of the side. As a matter of fact, thirteen were usually chosen, the final selection being practically left to the Captain on the morning of the match. Personally, I should like to have seen that Selection Committee reduced to two, who should co-opt the captain; and that triumvirate ought to be able to pick a representative side. It is impossible to satisfy everyone, but the community may rest assured that the claims of every possible cricketer are weighed and the utmost care is taken to place in the field the safest, the soundest and the best balanced eleven. I am further of opinion that it is essential that those who choose the English team should themselves be engaged in actual participation in first-class cricket.

A problem which always recurs when the Australians visit us is how to compress all the matches of the cricket season, those of the counties, the University trials, the fixtures of M.C.C. and Ground and of L.C.C. together with all the Colonial engagements within the limitations of our brief summer. As you cannot force a quart of wine into a pint bottle, it is obvious that something must be lost. It has been therefore usual to reduce the minimum number of counties which must be met, in order to qualify for the championship. There has never been the smallest attempt to unfairly take advantage of this in arranging the fixtures. The necessity under modern conditions of obtaining good games and the sportsmanlike spirit with which first-class cricket is played, alike forbid any executive to compose a programme entirely with counties manifestly inferior to its own.

TEST MATCHES AND COUNTY CRICKET.

But an Australian visit does mean that a county may succumb to another simply because it has released its best players for a Test Match. Take a hypothetical case in my own county. Suppose the Yorkshire executive were asked to send Mr. Jackson, Hirst, Rhodes and Danton to a Test Match, and that Haigh and Tunnicliffe were both injured, it is conceivable we might suffer a severe defeat from any county eleven, when playing what would be less than an "A" team, and thus perhaps lose one or more places in the championship table. Now if something like this were repeated on the occasion of each of the five National fixtures, Yorkshire instead of losing two matches as in 1904 would lose seven, and have to take at the best the sixth position on the list. Now even the most patriotic Tyke would call this a severe price to have to pay for his country as opposed to his county's cricket.

There is an additional proposal largely supported which goes further. Some prominent cricketers desire to see the revival of matches

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between the Australians and the Gentlemen, the Players, the North and the South respectively, as well as to have a preliminary fixture, Probables v. Possibles, to assist in selecting the best representative team, and for all these it is desired that the counties should release any cricketers that are required, whilst the two matches in which the M.C.C. oppose our visitors will make a further drain on county strength. Now it is obvious that this release of their best men must press most heavily on the counties, like Lancashire, Yorkshire and Surrey, which play two matches a week right through the season, and on those others which are the highest up the list.

It can easily be demonstrated that, on current form, Yorkshire would therefore lose the pick of its professional strength in at least eight matches, and there is no doubt that Lancashire and Surrey would be equally handicapped. Personally speaking, I have no objection whatever to letting all the men go who are needed for any of the fixtures extraneous to those arranged by the county.

WHY THE COUNTY CHAMPIONSHIP SHOULD BE DROPPED.

But I cannot undertake to lead my shorn side into the field for match after match which are to be regarded as fixtures in the County Championship. If all these proposed matches are to be really representative, why then let the County Championship be frankly dropped. Personally I should accept that solution of the difficulty with the greatest satisfaction and devote myself to training likely young cricketers, indifferent whether we won games or lost them so long as we played good cricket. My attention would be directed to developing the skill of those who would eventually fill the places of the older members of my present team. No county can afford to neglect the future, but such an unparalleled opportunity to build up a side for subsequent seasons is one of which I should gladly avail myself, provided the championship were in abeyance.

I do not agree with the opinion I have heard expressed by one or two amateurs that too much is made of the County Championship. It has rarely stood in the way of invitations to play in a Test Match, and I am confident that it will not in the future. Gentlemen v. Players has also survived the fact that on several occasions prominent cricketers have preferred to assist their counties to participating in the representative invitation match of the ordinary season. But when it comes to the other matches suggested, I can only remark that North and South have suffered in public estimation by the unrepresentative teams which have at times been so called. The "keens of county cricket" has become proverbial, and I fancy it would be readily extended to these other matches if it became clear that they were in some sort trials for the representative national games. The new generation of cricketers would find these fixtures a variation from the round of county matches, and the public, always attracted in such large numbers by the Australians, would have an opportunity of witnessing the same class of game which their elders loved in former years.

SOME REMINISCENCES AND A WISH.

Looking over old fixtures, I note that in 1898 the Australians twice met the Gentlemen and have not done so since. I remember I was very flattered at being invited to form one of the side at the Oval, and myself, exceeded 50 when the Grand Old Man accounted for 143. The Australians exceeded our total of 471 by 13, and Mr. S. P. Jones made 3 more runs than W.G. On that tour our visitors played Cambridge Past and Present, Liverpool and District, the Players, the North, the South, and ten scratch elevens of varying degrees of strength, but since that time the range of their card has more nearly coincided with that of our own counties, with the Test Matches, of course, thrown in. There must always be a temptation on the part of a county executive to give a promising colt a high trial by including him in an engagement with the Australians, and it is a curious fact that Hayes is almost the only cricketer of prominence who at the outset made his mark against the Australians, for Lowell had already "won his spurs" although not regularly qualified for Hampshire when he showed such fine form on the occasion of the Colonial visit to Southampton.

I may be pardoned for expressing the wish that the coming tour will not be utilised for the purpose of getting fine Colonial cricketers to stop in this country. It is a subject on which I feel deeply and one in which my own county has not a decisive example, for I, myself, am the only member of my side not born within its confines. I am not objecting to duly arranged qualifications, but I want to see English county cricket played by Englishmen, and I do not want Australians to settle here to the detriment of our homeborn talent, which ought to be nurtured by each individual county.

On the value of these tours as a stimulus to cricket it is needless to expatiate, so obvious is the fact. There is no need to say how heartily we welcome our Colonial visitors, and though we hope to maintain our supremacy, I hope we are all good enough sportsmen to cordially desire that the best side may win.



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## THE GERMAN NAVY.

Overall states that the sum demanded, but not yet granted, for the German Navy Budget for 1905 is 238,200,000 marks, or about 111 millions sterling. Taking this year alone, this exceeds the sum foreseen in the 1900 programme by 15,400,000 marks, or about three-quarters of a million sterling. If, however, the amounts granted for the years 1901-4 be added to that now demanded for 1905, the total is slightly less than that foreseen for the five years.

Some additional expense has been caused by a larger proportion of steel shells being considered necessary in consequence of the longer ranges at which ships now come into action, ranges at which ordinary shell is not so effective. The substitution of 3.46-in. for 1.45-in. guns in ships of the Braunschweig class has also caused an increased charge for ammunition so that altogether twice the amount for ammunition is required as compared with that in the 1900 Budget. The longer range of the modern torpedo has made necessary the adoption of these torpedoes in the German navy, together with an improvement in the torpedo tubes generally, and the submerged boats have been rendered movable in the same way as these above water; the new and larger boats also, having a large radius of action, require to carry a larger number of torpedoes. For these various reasons the sum of 220,000 marks (238,200,000 marks) is asked for on account of torpedoes. A first instalment is asked for the rearming of the landing corps of the various ships, a magazine of 1,500 being substituted for the obsolete and heavy revolver with which these corps have been hitherto armed.

The Budget includes provision for 109 additional naval officers—namely, one vice-admiral, two rear-admirals, four captains, 12 commanders, 31 lieutenant commanders, and 63 lieutenants. The needs of the service require 68 new officers, chiefly lieutenants, but for the present the German Admiralty contents itself with an increased number of midshipmen and cadets. The additional naval engineers include one fleet engineer, three staff engineers, five senior, and nine other engineers. Provision is also asked for an additional 2,103 warrant and petty officers and men, so as to bring the total number of these up to 22,837.

With regard to ships, final instalments are asked for the battleships *Preussen* and *Hessen*, the armoured cruiser *York*, the protected cruisers *Muenchen* and *Luebeck*, a t.b. flotilla, and for the reconstruction of the ships of the *Brandenburg* class, that of two of them being already finished; first instalments are asked for the last two of the t.b. flotilla, the *Deutschland*, the armoured cruiser "D" (sister ship to "C" laid down last year), the protected cruiser "O," *Ernst Wach*, and *Ernst Blum*, a t.b. division, and a steamer for laying mines; the total amount is asked for a gunboat "C" (struck out of the 1904 Budget), a river gunboat, and a surveying vessel; second instalments are asked for battleships "Q" and "P," and the *Deutschland* class armoured cruiser "C" and protected cruiser "N," *Ernst Albrecht*, *Ernst*, and *Ernst Meier*; third instalments are asked for the battleships *Lothringen* and *Deutschland*.—*Times*.

## "MAGA'S" NEEDLESS FEAR.

We know that the Japanese regimental officer enters upon his career as a business-life which knows no pastime unassociated with his profession. His ancestry and boyhood have given him a self-possession which is denied to the peoples of the Western Hemisphere. His training has made him a master of detail, and his blood is the heritage of a warlike race. He has, consequently, perhaps, the faintest type of regimental officer that modern history has ever known. But we have yet to learn that he is not a type of military automaton, and is capable of that mental elasticity which has always been the chief asset of our officers and the genius of all great leaders. The varied and full descriptions of Japanese victories show nothing of it. There is no evidence, in the repeated history of direct assaults upon positions, that brain superiority, except in the matter of detail, has been responsible for the nation's success. Not that we can say with any certainty that in the matter of this elasticity of mind the Russians have yet shown themselves to be superior. But in the course of these papers we hope to show that there are indications in the larger strategic conceptions of the occasional furnishing of presence that his original rival. We should like to make this point here, for, on the real evidence before us, though we consider the Japanese regimental officer to be a superior leader to the Russian regimental officer, yet the power of higher initiative seems to be with the Russians. Of course, it may be that Japan will ultimately produce some genius able, though late in the day, to turn its early advantages to decisive effect. But hitherto that transcendent genius has not arisen, and we fear that the spring will show the golden opportunity to be lost.—*Blackwood's Magazine*.

## THE WAR AND JAPAN.

"How is the war affecting trade in Japan?" is a question constantly asked of the returned traveller. In the country, away from the business centres and off the tourist route, no traces of the war's effect are visible. The peasant grows his rice in the field or catches his fish in the rivers just as he did centuries ago, when Hideyoshi, the "Napoleon of Japan," overran Korea. But go to the treaty ports and talk to business men—Japanese and foreign—and you will see that, though the Japanese barely pretends to look on the war as only a small undertaking for such a country as his, he is hard hit by extra burdens of taxation consequent on the Japanese shipping owing to the requisitioning of many transports. The managers of foreign hotels—establishments that depend for their existence on English, American, and Continental tourists—will tell you unanimously that their losses this year since the war began have been paralysing. "If the war is not finished by the end of 1905 I shall be ruined," declared the manager of one of the largest Kyoto hotels. The war has limited more than half of the sum of the Vladivostok squadron and of submarine mines drifted from their anchorage kept hundreds of timid tourists away. No doubt, the presence of the Baltic Fleet will continue to do for some time yet.—*Magazine of Commerce*.

## GARRISON ORDERS.

HEAD QUARTERS, HONGKONG, 20th March, 1905.  
GARRISON ORDER.—Leave—No. 2. Leave of absence on private affairs to the neighboring countries and England has been granted to Lieut. T. A. Whyte, Royal Garrison Artillery, from 25th March to 28th December, 1905.  
By Order  
A. A. CHICHESTER, Major, Chief Staff Officer.

## COLONEL PICQUART ON THE SITUATION IN THE FAR EAST.

Colonel Picquart, well known in connection with the war, and contributor to the *Aurore* of an interesting article on the military situation in the Far East. After an impartial survey of the interests of Russia he advocates peace. Although, as he observes, nobody can pretend to predict the result of a great battle, it may be permissible to say that, even if the Japanese situation would not be much more brilliant for Russia, that in order to put things back to the point where they were at the beginning of the war—not on sea, where the game has been irrevocably lost, but only on land—General Kuropatkin would have to beat Marshal Oyama's armies thoroughly, to drive them out of Manchuria, to seize Korea, and to recapture Port Arthur.

Colonel Picquart further remarks as follows:—  
"As to that famous fleet under Rozhdestvensky, which left Russia last October for this war, and which distinguished itself in such a singular manner against the Hail fishermen, I do not think it must be reckoned with otherwise than as being likely to increase the list of naval disasters hitherto experienced by Russia."  
On the other hand, it is a fleet of which a Russian officer himself "repeated to the Press the serious weaknesses, and it will arrive on the scene of operations after months of navigation without any other point of support in the Far East than Vladivostok, the entrance to which will be closed by ice until the beginning of April, while the road thither is barred by the Japanese fleet."

Russia, Colonel Picquart continues, cannot exhaust herself in a single enterprise so far from her vital centres. She occupies in Europe a position which does not admit of her sending out the whole of her army. She has, moreover, to reckon with internal difficulties. The sacrifices already made are considerable. Six army corps in Europe—that is to say, one-quarter of the effective forces of the Empire—have been successively mobilized. A still more considerable portion of the army has been organized to contribute to the formation of these corps called Siberian and composed of various elements. As to the losses sustained, they already number more than 100,000 men, many more than in the last Russo-Turkish war, to say nothing of the destruction of the Far Eastern squadron, the capture of Port Arthur, and the loss of war material.

Colonel Picquart also points to the heavy sacrifices entailed by the war on the Japanese, and his conclusion is that the moment seems to have come to put an end to hostilities the prolongation of which would cause further terrible sacrifices without essentially modifying the present situation. "The number of those who in Russia are raising their voices in that sense is ever increasing. It is to be desired that they will carry the day before a new and useless conflict occurs between the two great hostile armies to the south of Mukden."—*Times*.

## NAVAL NOTES.

The *Courier de Haiphong* says that it is anticipated by the French in the vicinity of the wreck of the French cruiser *Sully* that the 2nd April will see the vessel once more afloat. When once afloat she will be taken to a neighbouring bay where she will be sheltered. Then, and not before, will it be decided by order from Paris whether she will be sent either to Saigon or Hongkong. The *Sully* is in a very precarious position being astride the summit of a rock, and heavy weather just now would mean her total loss.

The Manila *Cablenews* says—Important changes will shortly take place among the higher officers of the Asiatic fleet. Rear Admiral Yates Stirling, the commander-in-chief, will relinquish the command about the 17th instant. On that date the battleship squadron will leave Cavite for Hongkong. Rear Admiral William M. Foulger, now commanding the cruiser squadron, will assume the chief command. In turn Rear Admiral Charles Jackson Train, commanding the Philippine squadron, will succeed to the command of the cruiser squadron. Speculation is rife as to whom the department will select to command the Philippine squadron.

Since the secretary of the navy has recommended the creation by congress of two offices in the service which will carry with it the grade of vice admiral, it is believed that Rear Admiral William M. Foulger will be one of the first officers to hold this rank as it is understood that the increasing importance of the position of commander-in-chief of the North Atlantic fleet, necessitates this advancement of the incumbents of the office. Rear Admiral Robley D. Evans will, it is thought, be the other officer to profit thereby, as that officer was but recently assigned to the chief command of the North Atlantic fleet.

## HIRANO WATER.

THE QUEEN OF TABLE WATERS.  
PURE, SPARKLING, INVIGORATING.  
THE LEADING MINERAL WATER OF THE EAST.  
Bottled in Japan by H. E. REYNOLDS & Co.  
BEWARE OF JAPANESE IMITATIONS.  
F. BLACKHEAD & CO., AGENTS.  
Hongkong, 31st June, 1903. [36]

COLD STORAGE.  
THE HONGKONG ICE COMPANY, LTD.  
have now 40,000 Cubic feet of Cold Storage available at EAST POINT. Stores will be open at 10 A.M. and 4 P.M. daily, Sunday, excepted to receive and deliver perishable goods.  
Wm. FARLANE, Manager.  
Hongkong, 18th November, 1904. [55]

THE AMERICAN SYSTEM OF DENTISTRY.  
Dr. M. H. CHAUN.  
37, DES VUEX EAST, HONGKONG.  
8th and 9th Floors of Peninsula, U.S.A.  
Hongkong, 3rd June, 1904. [63]

A. LING & CO.,  
FURNITURE STORE,  
PLATED GLASS AND CROCKERY  
WARE, &c., &c., and FINE CHINA  
AND JAPANESE WARE.  
68, QUEEN'S ROAD CENTRAL,  
Hongkong, 21st September, 1903. [122]

FOR EUROPE AND AMERICA,  
INDIA, AUSTRALIA, &c.,  
and for  
PRIVATE RESIDENTS at the OUTPOSTS.  
A COMPREHENSIVE AND COMPLETE RECORD  
OF THE  
NEWS OF THE FAR EAST  
is given in the  
HONGKONG WEEKLY PRESS,  
with which is incorporated  
"THE CHINA OVERLAND TRADE REPORT."  
Subscription, paid in advance, \$12 per annum  
Postage to any part of the World \$2.

## BILIOUSNESS, AND DOAN'S DINNER PILLS.

Biliousness (or Biliousness Attack) needs little description to the unfortunate sufferer. Food cannot be retained, the tongue is furred, there is a bitter taste in the mouth, the head aches and aches; the patient is constipated, exceedingly weak, depressed and miserable. Doan's Dinner Pills will give relief in a few hours, but the sufferer should assist the medicine by taking rest, keeping quiet, and avoiding worry. During an attack, abstinence from food and alcoholic stimulants is desirable.

Those subject to biliousness should pay careful attention to diet, and avoid fatty foods, and exposure to cold. After too heavy a meal, Doan's Dinner Pills will ward off any ill after-effect by giving the digestive organs, the liver and bowels, the additional help they need. This medicine should always be kept handy, and a dose taken whenever you find your food "repeating" or disagreeing with you.

Doan's Dinner Pills are Nature's own medicine for Liver, Bilious, and all Stomach Troubles. They are made from pure roots and herbs which act gently and in harmony with Nature, driving out the clogging impurities, allaying inflammation and irritation, and restoring a regular and natural action to the liver, bowels and digestive system, without griping.

All the chief chemists and medicine-dealers sell Doan's Dinner Pills, price 1/3 for 1 box, or 6/ for 6 boxes; or the medicine may be had, post free on receipt of price, direct from the proprietors—the Foster-McClellan Co., S. Wells-street, Oxford-street, London, England. [72-5]

## BOARD AND RESIDENCE

**PENSION FRANCAISE**  
AND RESTAURANT.  
49, POTTINGER STREET.  
TENUE PAR MME. I. GUIOU.  
FIRST-CLASS COOKING BY A FRENCH COOK.  
Terms: \$3.50 per day.  
Reduced Terms for an Extended Stay.  
Hongkong, 18th January, 1905. [23]

**BOARD AND RESIDENCE** with Family every Comfort.  
Apply—  
E. T.  
Care of Daily Press Office.  
Hongkong, 17th March, 1905. [739]

**BOARD AND RESIDENCE.**  
MRS. GILL AND SONS  
"GLENWOOD,"  
27, CAINE ROAD.  
Hongkong, 19th March, 1904. [781]

**"TANG YUEN."**  
BOARDING ESTABLISHMENT.  
European Supervision. Excellent Cuisine and Accommodation.  
Apply—  
MANAGERESS,  
Macdonnell Road  
or  
FAIRALL & CO., Queen's Road  
Hongkong, 2nd March, 1903. [751]

**COMFORTABLY FURNISHED**  
ROOMS, with Board.  
Apply to Mrs. MATHER,  
—2, Pedders Hill.  
Hongkong, 1st January, 1899.

**AUTOMATIC MAUSER PISTOLS.**  
CALIBRE 7.63 mm.  
WITH CHAMBER for 10 CARTRIDGES  
FIRING 10 SHOTS IN 2 SECONDS.  
SIEMSEN & CO.  
Hongkong, 2nd October, 1900. [52]

**GEO. FENWICK & CO., LD.**  
ENGINEERS AND SHIPBUILDERS.  
THIS Old Established Firm especially  
Caters for Ship and Engine Repairing.  
The Works may be reached in 10 minutes from  
Blake Pier by Ricksha or Electric Tram.  
Launches will call alongside vessels in the  
harbour flying the Call Flag E.  
Telephone 142.  
Hongkong, 2nd January, 1901. [81]

**MITSU BISHI DOCKYARD**  
AND ENGINE WORKS,  
NAGASAKI.  
CODE WORD: "DOCK," NAGASAKI.  
A.I. & B.C., Scott's and Engineering Codes  
DOCK No. 1 (at TATEGAMI).  
Extreme Length... 523 feet.  
Length on Blocks... 513  
Width of Entrance on Top... 89  
Width of Entrance on Bottom... 77  
Water on Blocks at Spring Tide 254

DOCK No. 2 (at MUKAJIMA).  
Extreme Length... 371 feet.  
Length on Blocks... 359  
Width of Entrance on Top... 66



## SHIPPING.

**ARRIVALS.**  
**AMSTERDAM**, British str., 3,500, Williams, 19th March.—Barry 15th Jan. Coal.—R. A. Trading Co.  
**REVENUS**, British str., 2,503, R. Kroble, 20th March.—London and Singapore 14th Mar. General.—Gibb, Livingston & Co.  
**ROBERTSON CASTLE**, British str., 1,534, Moodie, 20th March.—Mojito 14th March. Coal.—Order.  
**SHANGHAI**, British str., 1,127, Richard, 19th Mar.—Tientsin 11th March and Weihaiwei 15th March. General.—Jardine, Matheson & Co.  
**HANGSANG**, British str., 1,356, Wilde, 20th March.—Shanghai 16th March and Swatow 18th March. General.—Jardine, Matheson & Co.  
**IPHIGENIA**, British str., 3,000, Fawcett, 19th March, from Amoy.  
**KUMANG**, British str., 2,077, E. J. Buller, 20th March.—Calcutta 5th March & Singapore 14th March. General.—Jardine, Matheson & Co.  
**LOONGSANG**, British str., 1,092, G. S. Weigall, 20th March.—Maula 17th March. General.—Jardine, Matheson & Co.  
**NOBIA**, British str., 2,191, Sane, 20th March.—Ponchi 6th January. Coal.—Order.  
**OCEANIC**, French steamer, 2,528, Oliver, 20th March.—Shanghai 17th March, Mails and General.—Messageries Maritimes.  
**TOKIN**, French str., 3,884, Oberholzer, 20th March.—Marseilles 19th Feb. and Saigon 17th Mar. Mails and General.—Messageries Maritimes.

**DEPARTURES.**  
**BRISA**, British str., for Yokohama.  
**CHIVUN**, Chinese str., for Canton.  
**CHOWANG**, British str., for Shanghai.  
**HONGKONG**, British str., for Amoy.  
**KUN**, French str., for Kwangchow.  
**HUNG AH**, Chinese str., for Shanghai.  
**PLEADES**, American str., for Manila.  
**RHENA**, British str., for Sasebo.  
**ST. LOUISE**, French ship, for Saigon.  
**WONGKOK**, German str., for Bangkok.

**SHIPPING REPORTS.**  
 The British str. *Hangchow* reports: Moderate to fresh N.E. winds with rain and fog.  
 The British str. *Loongsang* reports: Fine clear weather, foggy off Waiwan.  
 The British str. *Kumang* reports: Fine weather throughout with light E. and N.E. winds in China Sea.  
 The British str. *Revenus* reports: Fine weather was encountered, until about 100 miles from Gap Rock, when it came away thick.  
 The British str. *Evang* reports: Strong N.E. wind, rough sea and fine weather. March 16th passed two floating mines about one cable distance, one in lat. 37°24' N., long. 123°32' E., and one in lat. 37°34' N., long. 123°45' E.

**VESSELS IN DOCK.** 20th March.  
**ABRAHAM DOCKS.**—*Sebratone, Lisian, Venus, Chingtu, U.S.S. Callao, Westminster Bridge, H.M.S. Whiting, Onang, Bungkang, Libin, Cosmopolitan Dock.*

**VESSELS ON THE BERTH**  
**FOR MARSEILLES, HAVRE AND HAMBURG.**

**THE Steamship**  
**"RHENANIA."**  
 Captain Behrens, will be despatched for the above ports TO-DAY, the 21st inst., at NOON.  
 For Freight or Passage, apply to  
**HAMBURG-AMERIKA LINIE,**  
 Hongkong Office.  
 Hongkong, 20th March, 1905. [728]

**COMPAGNIE DES MESSAGERIES MARITIMES.**  
**FRENCH MAIL STEAMERS.**

**STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, INDIA, ADEN, EGYPT, MARSEILLES, LONDON, HAVRE, BORNEO, DEAN, MEDITERRANEAN AND BLACK SEA PORTS.**

**THE Steamship**  
**"OCEANIC."**  
 Captain Oliver, will be despatched for MARSEILLES on TUESDAY, the 21st March, at 1 P.M.  
 Passage tickets and through Bills of Lading issued for above ports.  
 Cargo also book for principal places in Europe.  
 Next sailings will be as follows:  
 S.S. "TOURANE" ... 4th April.  
 S.S. "TONKIN" ... 18th April.  
 S.S. "DUMBEA" ... 2nd May.  
 L. BRIDOU, Acting Agent.  
 Hongkong, 8th March, 1905. [2]

**SHEWAN, TOMES & COMPANY.**  
**FOR KOBE.**

**THE Steamship**  
**"HUGIN."**  
 will be despatched for the above port TO-MORROW, the 22nd inst., at 4 P.M.  
 For Freight, apply to  
**SHEWAN, TOMES & CO.,**  
 Agents.  
 Hongkong, 15th March, 1905. [753]

**NORDDEUTSCHER LLOYD, BREMEN.**  
**NOTICE.**

**STEAM FOR KUDAT AND SANDAKAN.**  
 Taking Cargo at Through Rates to TAWAU, LAHAT, DATU, LABUAN, JOLO, ZAMBOANGA AND MENADO.  
**THE Company's Steamship**

**"BORNEO."**  
 Captain E. Muhl, will leave for the above ports on THURSDAY, the 23rd inst., at 9 A.M.  
 For Freight or Passage, apply to  
**NORDDEUTSCHER LLOYD,**  
**MELCHERS & CO.,**  
 Agents.  
 Hongkong, 21st March, 1905. [709]

## VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked K, nearest Hongkong H, midway between Hongkong and Kowloon M, and those vessels berthed at the Kowloon Wharf K.W., together with the number denoting the section.

1. From Green Island to the Harbour Master's.  
 2. From Harbour Master's to Blake Pier.

3. From Blake Pier to Naval Yard.  
 4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & REG.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON & ANTWERP.	MERIONETHSHIRE	Brit. str.	—	C. H. Burch	SHEWAN, TOMES & CO.	On 25th inst.
LONDON, &c., via Ports of Call.	MAITA	Brit. str.	—	R. A. Peters	P. & O. S. N. Co.	On 25th inst., at Noon.
LONDON & ANTWERP.	HENGLOE	Brit. str.	—	G. W. Babat, R.N.E.	GIBB, LIVINGSTON & CO.	On 27th inst.
LONDON & ANTWERP, via Singapore, &c.	MALACCA	Brit. str.	—	G. W. Babat, R.N.E.	P. & O. S. N. Co.	About 20th inst.
AMSTERDAM, LONDON & ANTWERP.	ACHILLES	Brit. str.	1 m.	Butterfield & Swire	BUTTERFIELD & SWIRE	On 28th inst.
AMSTERDAM, LONDON & ANTWERP.	MACHAON	Brit. str.	1 m.	Butterfield & Swire	BUTTERFIELD & SWIRE	On 11th April.
AMSTERDAM, LONDON & ANTWERP.	AGAMEMNON	Brit. str.	1 m.	Butterfield & Swire	BUTTERFIELD & SWIRE	On 25th April.
MARSEILLES, HAVRE & HAMBURG.	RHENAIA	Ger. str.	k. w.	Behrens	HAMBURG-AMERIKA LINIE	Today, at Noon.
MARSEILLES, &c., via Ports of Call.	OCEANIC	French str.	—	Oliver	MESSAGERIES MARITIMES	Today, at 1 P.M.
BREMEN, via Ports of Call.	P. R. LUTPOLD	Ger. str.	—	H. Kirohner	MELCHERS & CO.	On 24th inst., at Noon.
HAVRE & HAMBURG	SCANDIA	Ger. str.	k. w.	V. Dohren	HAMBURG-AMERIKA LINIE	On 26th inst.
HAVRE & HAMBURG	SUEVIA	Ger. str.	k. w.	Kunzel	HAMBURG-AMERIKA LINIE	On 4th April.
HAVRE & HAMBURG	SILESIA	Ger. str.	k. w.	Bahle	HAMBURG-AMERIKA LINIE	On 16th April.
HAVRE & HAMBURG	SLAVONIA	Ger. str.	k. w.	Madsen	HAMBURG-AMERIKA LINIE	On 2nd May.
HAVRE & HAMBURG	SENEGAMBIA	Ger. str.	k. w.	Schoenfeldt	HAMBURG-AMERIKA LINIE	On 30th May.
GENOA, MARSEILLES & LIVERPOOL.	ALCIBOUR	Brit. str.	1 m.	Jaburg	BUTTERFIELD & SWIRE	On 24th April.
TRIESTE, &c., via Singapore, &c.	M. BACQUEHEM	Aus. str.	—	Rassevich	SANDER, WIELER & CO.	On 25th inst., P.M.
NEW YORK, via Ports & SUEZ CANAL.	ST. FILIPAS	Brit. str.	—	Nicholas	DODWELL & CO., LD.	About 24th inst.
NEW YORK, via Ports & SUEZ CANAL.	SCHUYLKILL	Brit. str.	—	Burnett	STANDARD OIL CO.	About 28th April.
NEW YORK, via Ports & SUEZ CANAL.	HUDSON	Brit. str.	—	Habel	STANDARD OIL CO.	On 25th inst.
NEW YORK, via SUEZ	NUBIA	Ger. str.	k. w.	Butterfield & Swire	HAMBURG-AMERIKA LINIE	On 24th inst.
NEW YORK, via SHANGHAI, &c.	EMPEROR OF CHINA	Brit. str.	2 m.	Butterfield & Swire	CANADIAN PACIFIC R. CO.	On 24th inst.
VANCOUVER, via SHANGHAI, &c.	PARFA	Brit. str.	1 m.	F. G. Fungling	DODWELL & CO., LD.	On 24th inst.
VICTORIA (B.C.) & PACOMA via Japan.	PLEADES	Am. str.	—	J. H. Rinder	CANADIAN PACIFIC R. CO., LIMITED.	On 24th inst.
VICTORIA (B.C.) & SEATTLE via Japan.	TELEMACIUS	Am. str.	—	Wagner	NIPPON YUSEN KAISHA	On 24th inst.
SEATTLE, via SHANGHAI & JAPAN.	MINNESOTA	Am. str.	—	McArthur	PORTLAND & ASIATIC S.S. CO.	On 31st inst., at Daylight.
PORTLAND, OREGON.	NICOMEDIA	Brit. str.	—	McArthur	GIBB, LIVINGSTON & CO.	On 8th April.
AUSTRALIAN PORTS	AUSTRALIAN	Brit. str.	—	Butterfield & Swire	BUTTERFIELD & SWIRE	On 8th April.
AUSTRALIAN PORTS	CHINGTU	Brit. str.	1 m.	Butterfield & Swire	BUTTERFIELD & SWIRE	On 27th inst.
KOBE	HUGIN	Brit. str.	—	Butterfield & Swire	BUTTERFIELD & SWIRE	On 27th inst., at 4 P.M.
CHINGTU	CHINGTU	Brit. str.	1 m.	Butterfield & Swire	BUTTERFIELD & SWIRE	On 27th inst.
SHANGHAI, YOKOHAMA & KOBE	KANSU	Brit. str.	—	Butterfield & Swire	BUTTERFIELD & SWIRE	On 27th inst.
SHANGHAI	TRIESTE	Aus. str.	—	Butterfield & Swire	BUTTERFIELD & SWIRE	On 27th inst.
FOOCHOW, via SWATOW & AMOY	TRIUMPH	Ger. str.	—	Butterfield & Swire	BUTTERFIELD & SWIRE	On 27th inst.
TAMSU, via SWATOW & AMOY	FAITHFUL	Ger. str.	—	Butterfield & Swire	BUTTERFIELD & SWIRE	On 27th inst.
TAMSU, via SWATOW & AMOY	B. BOENSON	Ger. str.	—	Butterfield & Swire	BUTTERFIELD & SWIRE	On 27th inst.
ANPING, via SWATOW & AMOY	DECIMA	Ger. str.	—	Butterfield & Swire	BUTTERFIELD & SWIRE	On 27th inst.
MANILA	LOONGSANG	Brit. str.	—	Butterfield & Swire	BUTTERFIELD & SWIRE	On 27th inst.
MANILA	RUBI	Brit. str.	—	Butterfield & Swire	BUTTERFIELD & SWIRE	On 27th inst.
MANILA	ZAFIRO	Brit. str.	—	Butterfield & Swire	BUTTERFIELD & SWIRE	On 27th inst.
CEBU & ILOILO	TREMONT	Am. str.	—	Butterfield & Swire	BUTTERFIELD & SWIRE	On 27th inst.
KUDAT & SANDAKAN.	SUNGKIANG	Brit. str.	1 m.	Butterfield & Swire	BUTTERFIELD & SWIRE	On 27th inst.
JAVA PORTS	BORNEO	Ger. str.	—	Butterfield & Swire	BUTTERFIELD & SWIRE	On 27th inst.
SINGAPORE, PENANG & CALCUTTA	TUPANAS	Dut. str.	—	Butterfield & Swire	BUTTERFIELD & SWIRE	On 27th inst.
SINGAPORE & SOERABAYA	SUISANG	Brit. str.	—	Butterfield & Swire	BUTTERFIELD & SWIRE	On 27th inst.
	HONGKONG	Brit. str.	—	Butterfield & Swire	BUTTERFIELD & SWIRE	On 27th inst.

## GREAT NORTHERN STEAMSHIP COMPANY.

OPERATING IN CONJUNCTION WITH THE  
 NORTHERN PACIFIC AND GREAT NORTHERN RAILWAY  
 OF UNITED STATES, AMERICA.

## SEATTLE.

VIA  
 SHANGHAI, NAGASAKI, KOBE AND YOKOHAMA.

The Magnificent New Twin-screw Steamship

"MINNESOTA."

Tons 20,718 Gross Reg. Capacity 28,000 Tons.

(J. H. RINDER, COMMANDER),

Will sail on or about

WEDNESDAY, 22ND MARCH, AT NOON.

Conveying FREIGHT at through rates to INTERIOR POINTS U.S.A., NEW YORK and CANADA, also PASSENGERS to UNITED STATES, EUROPE, AFRICA, and INDIA. This steamer is luxuriously fitted with spacious SUITES and STATEROOMS; equipped with CIRCULATING LIBRARY, MUSIC, SMOKING ROOMS, BARBER SHOP, NURSERY, STEAM LAUNDRY, &c. Special provision is made for the safe transit of SILK, TREASURE and valuable Cargo. PARCELS carried at low rates to all points of U.S.A. in connection with the Northern Pacific and Great Northern Express Companies.

For FREIGHT or PASSAGE, apply to  
**GEO. SUTHERLAND, NIPPON YUSEN KAISHA,**  
 GENERAL TRAFFIC MANAGER. AGENTS.  
 Hongkong, 21st March, 1905. [589]

## OSAKA SHOSEN KAISHA

REGULAR STEAMSHIP SERVICES BETWEEN

HONGKONG, SOUTH CHINA COAST PORTS

AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION.

FOR	STEAMERS	LEAVING
ANPING, via SWATOW AND AMOY	"DECIMA"	WEDNESDAY, 22nd Mar., at Daylight.
TAMSU, via SWATOW AND AMOY	"FRITHJOF"	SUNDAY, 26th Mar., at Daylight.
FOOCHOW, via SWATOW AND AMOY	"TRIUMPH"	WEDNESDAY, 29th Mar., at Daylight.
TAMSU, via SWATOW AND AMOY	"B. BOENSON"	SUNDAY, 2nd April, at Daylight.

On account of the present state of political affairs, all the Company's new steamers have been requisitioned for transport service, and the above-named chartered steamers have been secured instead for maintenance of the Company's coastal services. As soon as the state of affairs permit, the Company will resume running with its specially designed new steamers.

For Freight, Passage, and further information, apply at the Company's local Branch Office at No. 8 Des Voeux Road Central, Hongkong, 20th March, 1905.

T. ARIMA, Manager. [714]

## HAMBURG-AMERIKA LINIE.

OSTASIATISCHER DIENST.  
 Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LONDON, Oporto, LONDON, LIVERPOOL, GLASGOW, TRIPOLI, GENOA, PORTS in the LEVANT, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG.  
 SUBJECT TO ALTERATION.

STEAMERS. DESTINATIONS. SAILING DATES.  
 RHENANIA (MARSEILLES, HAVRE & HAMBURG) On 21st Mar. Freight & Passengers.  
 SCANDIA (Havre & Hamburg) On 28th Mar. Freight & Passengers.  
 SUEVIA (Havre & Hamburg) On 4th April. Freight.  
 SILESIA (Havre & Hamburg) On 18th April. Freight & Passengers.  
 SLAVONIA (Havre & Hamburg) On 2nd May. Freight & Passengers.  
 SEGOVIA (Havre & Hamburg) On 16th May. Freight.  
 SENEGAMBIA (Havre & Hamburg) On 30th May. Freight.  
 NUBIA (NEW YORK via SUEZ) On 25th May. Freight.  
 Capt. Habel with liberty to call at the Malabar coast.

Special attention of intending Passengers is drawn to the splendid accommodation of these steamers. Saloons and cabins amply lighted throughout by electricity.

For Further Particulars, apply to  
**HAMBURG-AMERIKA LINIE'S**  
 HONGKONG OFFICE, No. 1, QUEEN'S BUILDING.

## PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS.
SHANGHAI	SIMLA	About 24th March	Freight and Passage.
LONDON, &c.	MALTA	Noon, 25th March	See Special Advertisement.
LONDON and ANTWERP via SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES	MALACCA	About 29th March	Freight and Passage.

For further Particulars, apply to

L. S. LEWIS,

Acting Superintendent.

Hongkong, 17th March, 1905.

## HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amidships. Electric Light Perfect Cuisine. SUEGION and STEWARDESS carried. All the most up-to-date arrangements for comfort of Passengers.

## CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS.	CAPTAIN.	FOR	SAILING DATE.
RUBI	2540	A. H. Noley	Manila.	Sat., 25th Mar., 10 A.M.
ZAFIRO	2540	R. Rodger	Manila.	Sat., 1st April, 10 A.M.

For Freight or Passage apply to

SHEWAN, TOMES & CO.,

GENERAL MANAGERS.

Hongkong, 20th March, 1905. [15]

## IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD, BREMEN.  
 STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS; ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALEYSTON AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT GIBRALTAR AND SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.  
 N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION  
 SAILING DATES.

STEAMERS	SAILING DATES
PRINZ REGENT LUTPOLD	WEDNESDAY 29th March
PRINZ HEINRICH	WEDNESDAY 12th April
PRINZ EITEL FRIEDRICH	WEDNESDAY 26th April
PREUSSEN	WEDNESDAY 10th May
ROON	WEDNESDAY 24th May
BAYERN	WEDNESDAY 7th June
ZIETEN	WEDNESDAY 21st June
GNESNAU	WEDNESDAY 5th July
SACHSEN	WEDNESDAY 19th July
PRINZ HEINRICH	WEDNESDAY 2nd August
PRINZ EITEL FRIEDRICH	WEDNESDAY 16th August

ON WEDNESDAY, 29th day of the MARCH, 1905, at Noon, the Steamship "PRINZ REGENT LUTPOLD," Captain H. Kirohner, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port as above, CALLING at NAPLES and GENOA.

Shipping Orders will be granted till Noon on MONDAY, the 27th March. Cargo and Specie will be received on Board until 5 P.M., on TUESDAY, the 28th March, and Parcels will be received at the Agency's Office until Noon on TUESDAY, the 28th March.

Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50, and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid accommodation, and carries a Doctor and Stewardess. Linen can be washed on board.

For further Particulars, apply to  
**NORDDEUTSCHER LLOYD.**  
**MELCHERS & CO., AGENTS.**  
 Hongkong, 17th March, 1905. [5]

## VESSELS ON THE BERTH

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM TO SHANGHAI, YOKOHAMA AND KOBE.

THE Company's Steamship

"TRIESTE"  
 Captain Meozzi, will leave for the above places on THURSDAY, the 23rd inst., P.M.  
 For Freight or Passage, apply to  
**SANDER, WIELER & CO.,**  
 Agents,  
 Prince's Building.  
 Hongkong, 18th March, 1905. [3]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERMAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship

"MALTA"  
 Captain R. A. Peters, carrying His Majesty's Mails, will be despatched from this for Bombay on SATURDAY, the 25th March, at Noon, taking passengers and cargo for the above ports in connection with the Company's s.s. "Marmora," 10,600 tons, from Colombo. Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuable, all cargo for France, and Tea for London (under arrangement), will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed from Bombay by the R.M.S. "Egypt," due in London on the 5th May, 1905.

Parcels will be received at this Office until 4 P.M., the day before sailing. The contents and value of all packages are required.

For further particulars, apply to  
 L. S. LEWIS,  
 Acting Superintendent.  
 Hongkong, 13th March, 1905. [1]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR FIUME AND TRIESTE (DIRECT).  
 Calling at SINGAPORE, PENANG, COLOMBO, BOMBAY, KASACHI, ADEN, SUEZ and PORT SAID.

Taking Cargo at through rates to the Brazils, to SOUTH AFRICA, RUSSIAN GULF, RED SEA, BLACK SEA, LEVANT, VENICE and ADRIATIC PORTS.

THE Company's Steamship

"MARQUIS BACQUEHEM."  
 Captain Rassevich, will be despatched as above on TUESDAY, the 28th inst., P.M.  
 For information as to Passage and Freight, apply to  
**SANDER, WIELER & CO.,**  
 Agents,  
 Prince's Buildings.  
 Hongkong, 4th March, 1905. [3]

FOR NEW YORK VIA PORTS AND SUEZ CANAL.

WITH LIBERTY TO CALL AT THE MALABAR COAST.

THE Steamship

"SCHUYLKILL."  
 Captain Nicholas, due here on April 1st, will have prompt despatch



# OCEAN STEAM SHIP CO., LD.

## AND

# CHINA MUTUAL STEAM NAVIGATION CO., LD.

## JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.  
MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN, NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAPAN, AND HAWAIIAN PORTS.

FROM	STEAMERS	TO	DATE
GLASGOW and LIVERPOOL	"KAIBOW"	On 22nd March.	
GLASGOW and LIVERPOOL	"AGAMEMNON"	On 28th March.	
GLASGOW and LIVERPOOL	"JASON"	On 1st April.	
GLASGOW and LIVERPOOL	"LAERTES"	On 8th April.	
GLASGOW and LIVERPOOL	"DARDANUS"	On 15th April.	
GLASGOW and LIVERPOOL	"CHINGWU"	On 17th April.	
GLASGOW and LIVERPOOL	"TELEMACHUS"	On 21st April.	
GLASGOW and LIVERPOOL	"DIOMEDES"	On 28th April.	
GLASGOW and LIVERPOOL	"CALCHAS"	On 29th April.	

FOR	STEAMERS	TO	DATE
AMSTERDAM, LONDON and ANTWERP	"ACHILLES"	On 28th March.	
AMSTERDAM, LONDON and ANTWERP	"MACHAON"	On 1st April.	
GENOA, MARSEILLES and LIVERPOOL	"ALCINOUS"	On 20th April.	
AMSTERDAM, LONDON and ANTWERP	"AGAMEMNON"	On 25th April.	

Taking Cargo for Liverpool at London Rates.  
TRANS-PACIFIC SERVICE.  
STEAMERS TO SAIL  
FOR VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, VIA NAGASAKI, KOBE & YOKOHAMA.  
"TELEMACHUS" On 20th April.  
For Freight, apply to BUTTERFIELD & SWIRE, AGENTS. [9-10]

Hongkong, 13th February, 1905.

# CHINA NAVIGATION CO. LIMITED.

FOR	STEAMERS	TO	DATE
MANILA	"TEAN"	On 21st March.	
KOBE	"CHINGTU"	On 23rd March.	
CEBU and ILOILO	"KANSU"	On 28th March.	
MANILA, PORT DARWIN, THURSDAY, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	"CHINGTU"	On 8th April.	

The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled Table. A daily qualified Surgeon is carried.  
Taking Cargo on through bills of lading to all Yangtze and Northern China Ports, and other ports.  
Taking Cargo and Passengers at through rates for all New Zealand Ports and other Australian Ports.  
REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.  
For Freight or Passage, apply to BUTTERFIELD & SWIRE, AGENTS. [11]

Hongkong, 16th March, 1905.

# INDO-CHINA STEAM NAVIGATION CO. LIMITED.

(PROJECTED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.)  
STEAMERS TO SAIL  
FOR SINGAPORE, PENANG & CALCUTTA "SUISANG" Wednesday, 22nd Mar. 3 p.m.  
SINGAPORE and SOERABAYA "HOPSANG" Friday, 24th Mar. 3 p.m.  
MANILA "LOONGSANG" Friday, 24th Mar. 4 p.m.  
TIENTSIN "ESANG" Monday, 27th Mar. 4 p.m.

These steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.  
Taking Cargo on Through Bills of Lading to Chioo, Tientsin and Yangtze Ports.  
For Freight or Passage, apply to JARDINE, MATHESON & CO., GENERAL MANAGERS. [15]

Hongkong, 20th March, 1905.

# CANADIAN PACIFIC RAILWAY CO.'S ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA AND THE UNITED STATES.  
CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

SAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).	STEAMERS	TO	DATE
R.M.S. "EMPERESS OF CHINA"	6,000 Tons	WEDNESDAY, 29th Mar.	
R.M.S. "EMPERESS OF INDIA"	6,000 Tons	WEDNESDAY, 19th April.	
R.M.S. "TARTAR"	4,425 Tons	WEDNESDAY, 26th April.	
R.M.S. "EMPERESS OF JAPAN"	6,000 Tons	WEDNESDAY, 10th May.	
R.M.S. "ATHENIAN"	3,882 Tons	WEDNESDAY, 24th May.	

Hongkong to London, 1st Class, via St. Lawrence 280, via New York 262.  
Intermediate and 1st Class Rates, 240, 242.  
THE magnificent TWIN-SCREW "EMPERESS" STEAMSHIP, passing through the famous INLAND SEA OF JAPAN, usually make the voyage YOKOHAMA to VANCOUVER (B.C.) in 12 DAYS and make connection with the PACIFIC OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.  
R.M.S. "TARTAR" and "ATHENIAN" carry "Intermediate" passengers only at intermediate rates, affording superior accommodation for that class.  
Passengers Booked through to all principal points and AROUND THE WORLD.  
SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of Chinese and Japanese Governments.  
For further information, Maps, Guides, Handbooks, Rates of Passage and Freight, apply to D. W. CRADDOCK, Acting General Agent, 9, Pedder Street.

[6]

# PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG VIA INLAND SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA FOR CONNECTION WITH THE OREGON RAILROAD & NAVIGATION CO.  
STEAMSHIP TO SAIL AT DAYLIGHT ON  
NICO MEDIA 4370 Tons, Wagner, March 31st, 1905.  
NUMANTIA 4370 Tons, Bremer, April 20th, 1905.  
ARABIA 4483 Tons, Bahle, May 11th, 1905.  
ARAGONIA 5198 Tons, Schulte, May 30th, 1905.  
Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to ALLAN CAMERON, GENERAL AGENT. [13]

Hongkong, 15th March, 1905.

# SOUTH AFRICAN LINE OF STEAMERS.

HONGKONG DIRECT, OR VIA CHEFOO OR CHIN-WAN-TAO, TO DURBAN, NATAL.  
The following chartered steamers will run at intervals of about 3 weeks:-

STEAMERS	CAPTAINS
S.S. "LOTHIAN"	Captain J. C. Williamson.
S.S. "INDRAVELLI"	Captain S. Callington.
S.S. "COURTFIELD"	Captain J. W. Martin.
S.S. "CRANLEY"	Captain W. E. Steele.
S.S. "IKBAL"	Captain G. E. M. Co.
S.S. "ASCOT"	Captain C. E. Cox.
S.S. "SIKH"	Captain J. Rowley.
S.S. "INKALA"	Captain Dean.
S.S. "KATHERINE PARK"	Captain Copp.

For Freight, apply to GIBB, LIVINGSTON & CO., AGENTS. [19]

Hongkong, 19th February, 1905.

# NORTHERN PACIFIC LINE.

BOSTON S. S. CO. BOSTON TOWBOAT CO.  
CONNECTING AT TACOMA WITH NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR VICTORIA, B.C. AND TACOMA VIA MOJI, KOBE AND YOKOHAMA.

STEAMER	TONS	CAPTAIN	SAILING DATE
PLEIADES	3,753	F. G. Purington	Thursday, March 30th
SHAWMUT	3,806	E. V. Roberts	Thursday, April 13th
TREMONT	9,606	T. W. Garlick	Friday, April 21st
LYRA	4,417	G. V. Williams	Monday, May 15th

I Cargo only.

# FOR MANILA.

The largest, steadiest, and most comfortable steamers for Manila.  
S.S. TREMONT 9,606 tons. T. W. Garlick. About 12th April.  
S.S. LYRA 4,417 tons. G. V. Williams. About 3rd May.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE. ELECTRIC LIGHT, DOCTOR AND STEWARDESSE.

The twin-screw S.S. "SHAWMUT" and "TREMONT" are fitted with very Superior Accommodation for First and Second Class Passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carried in cold storage.

# PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information apply to DODWELL & CO., LIMITED, GENERAL AGENTS. [7]

QUEEN'S BUILDINGS, Hongkong, 11th March, 1905.

# REGULAR STEAMSHIP SERVICE TO NEW YORK VIA PORTS AND SUEZ CANAL.

(WITH LIBERTY TO CALL AT MALABAR COAST.)  
PROPOSED SAILINGS FROM HONGKONG, 1905.

"ST. FILLANS" 2,440 tons, 24th Mar.  
"LOWTHER CASTLE" 2,440 tons, 24th Mar.  
For further information, apply to DODWELL & CO., LIMITED, Agents.  
Hongkong, 23rd February, 1905. [2339]

# "BEN" LINE OF STEAMERS.

FOR LONDON AND ANTWERP.  
The Steamship "BENGLOE" will be despatched for the above ports on MONDAY, the 27th inst.

For Freight or Passage, apply to GIBB, LIVINGSTON & CO., Agents.  
Hongkong, 14th March, 1905. [1698]

# EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.  
Calling at TIMOR, PORT DARWIN, QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.

THE Steamship "AUSTRALIAN" Captain McArthur, will be despatched for the above ports on SATURDAY, the 8th April, at NOON.

This well-known Steamer is specially fitted for Passengers and has a Refrigerating Chamber, which ensures the supply of Fresh Provision, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A daily qualified Surgeon and Stewardess are carried.

N.B.—To assure the additional comfort of passengers the Steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to GIBB, LIVINGSTON & CO., Agents.  
Hongkong, 16th March, 1905. [740]

# NATAL LINE OF STEAMERS.

THE Undersigned GENERAL AGENTS in CHINA AND JAPAN for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA, in connection with INDIA-CHINA STEAM NAVIGATION CO.'s fortnightly service hence to CALCUTTA. Sailings from CALCUTTA for CAPE PORTS every fortnight.

For Freight and further particulars, apply to DODWELL & CO., LIMITED, General Agents for China and Japan.  
Hongkong, 4th August, 1904.

# NOTICE TO SHIPPERS.

THE NIPPON YUSEN KAISHA are prepared, during suspension of their Trans-Pacific Service and until further notice to book cargo and issue Bills of Lading to SEATTLE, WASH., VICTORIA, B.C., and PACIFIC COAST PORTS, also to OVERLAND POINTS in the UNITED STATES and CANADA in connection with the GREAT NORTHERN RAILWAY from SEATTLE as hitherto, by the steamers of the NORTHERN PACIFIC S.S. CO., BOSTON STEAMSHIP and TOWBOAT CO.'S, OCEAN S.S. CO., and CHINA MUTUAL S.S. CO.

For Further Particulars, apply at the Company's Local Branch Office in Prince's Building, First Floor, Chater Road.

A. S. NIHARA, Manager.

Hongkong, 20th May, 1904.

# NOT RESPONSIBLE FOR DEBTS.

NEITHER THE CAPTAIN, THE AGENTS nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crew of the following Vessels during the stay in Hongkong Harbour.

KING GEORGE, British ship, J. White—Standard Oil Co.

A. G. ROSEN, American ship, D. H. Rivers—Standard Oil Co.

NEEDLES, British ship, 2,995, J. P. Turner, 17th March—Moji 12th March, 1904—Shonan, Tomes & Co.

LOOSOK, German ship, 1,020, G. Schultzen, 18th March—Bangkok via Kohichang 8th March, Rice and Teakwood—Butterfield & Swire.

LOTHIAN, British ship, 3,711, J. C. Williamson, 12th Feb.—Port Natal 15th Jan.—Dodwell & Co.

LYRA, German ship, 4,417, F. Ernst, 13th March—Wahoo and Chinking 16th March, General—Siemssen & Co.

LYREMOON, German ship, 1,238, Th. Lehmann, 16th Mar.—Shanghai 13th Mar., General—Siemssen & Co.

MAURANG, British ship, 1,644, S. J. Payne, 15th March—Sandakan 10th Mar., Timber and General—Jardine, Matheson & Co.

MERCEDIS, British ship, 2,925, G. S. McGregor, 2nd March—Weihaiwei 25th February—Admiralty.

MINNESOTA, Amr. ship, 2,800, J. H. Rinder, 15th March—Manila 12th March, General—Nippon Yusen Kaisha.

M. STREVE, German ship, 968, P. Brandt, 16th March—Saigon 11th March, General—Siemssen & Co.

NEEDLES, British ship, 2,995, J. P. Turner, 17th March—Moji 12th March, 1904—Shonan, Tomes & Co.

NORD, Norwegian ship, 1,074, Fendberg, 3rd March—Cardiff 31st Dec. and Singapore 22nd Feb. Coal—Dodwell & Co.

ONRANG, British ship, 1,787, J. T. Davies, 10th March—Saigon 27th Feb. Sugar—Jardine, Matheson & Co.

OPLAND, Norwegian ship, 844, Th. W. Schlyt, 14th March—Chinwangtao 7th Mar.—Boas, C. E. & M. Co.

PAKIAI, German ship, 1,018, H. Dames, 18th March—Bangkok 11th March, Rice and Wood—Butterfield & Swire.

PHRANG, German ship, 1,021, Mangeldorf, 15th March—Ban Lok 7th March, Rice—Butterfield & Swire.

POLLUX, Norwegian ship, 779, C. Svendsen, 14th March—Rajang 7th March, Timber—Order.

PROTEUS, German ship, 1,024, C. Moller, 15th March—Moji 9th March, Coal—Asgard, Thoresen & Co.

REIDAR, ship, 18th March, from Cardiff—Aber, Ross & Co.

RHEINIA, German ship, 4,416, J. Behr, 10th March—Shanghai 16th March, General—Hamburg-Amerika Linie.

SIGAL, German ship, 900, Bendixen, 15th March—Haiphong via Hoihow 13th March, General Cargo—M. Jensen & Co.

SLAVONIA, German ship, 3,208, L. Madsen, 19th March—Hamburg 20th Jan., General—Hamburg-Amerika Linie.

SOKRATA, German ship, 1,803, L. Hoemer, 14th March—Bremen-Harbin 20th Jan., General—Jensen & Co.

SUISANG, British ship, 1,776, F. Wheeler, 14th March—Calcutta via Penang and Singapore 25th Feb., General—Jardine, Matheson & Co.

SUNSHINE, British ship, 1,031, Penafether, 14th Mar.—Hoihow 7th March, Wood—Butterfield & Swire.

TEAM, British ship, 1,346, A. Somerville, 18th March—Manila 15th March, General—Butterfield & Swire.

TOLOSAN, German ship, 2,000, Rose, 18th Mar.—Saigon 6th March, Cement and Coal—Jensen & Co.

VENUS, American ship, 614, Antonio de Armas, 23rd Feb.—Manila 18th Feb., General—Barretto & Co.

WESTMINSTER BRIDGE, British ship, 2,208, A. W. Wenlock, 13th March—London 23rd Nov. Coal—Order.

ZAIDA, British ship, 2,905, G. M. Symmers, 16th Mar.—Singapore 11th Mar., General—Jardine, Matheson & Co.

A. G. ROPES, Amr. ship, 2,302, D. H. Rivers, 16th March—Philadelphia 16th Oct. Case Oil—Standard Oil Co.

KING GEORGE, British ship, 2,937, J. White, 11th Feb.—Philadelphia (N.S.W.) 6th Sept., Case Oil—Standard Oil Co.

MANUEL, American ship, 1,646, D. C. Mangel, 14th Feb.—Chioo 4th February, Ballast—Order.

ST. LOUIS, French ship, 1,625, Mathis, 23rd Feb.—New York 4th Nov., Oil—Standard Oil Co.

# MEN-OF-WAR ON THE CHINA AND JAPAN STATION.

AUSTRO-HUNGARIAN.  
Aspera, cruiser, 2,437 tons, 2 guns, 7,311 h.p. Capt. Friedrich Ginzburg, Saigon.

Kaiserin Elisabeth, cruiser, 4,400 tons, 29 guns, 800 h.p., Capt. Minato, Japan.

FRENCH.  
Acheron, armoured gunboat, 1,736 tons, 10 guns, 1,700 h.p., Lieut. Ferret, Saigon.

Argus, gunboat, 123 tons, guns, 500 h.p., Lieut. Jeannel, Canton.

Aspic, gunboat, 475 tons, 3 guns, 450 h.p., Lieut. Grellier, Saigon.

Avalanche, gunboat, 140 tons, 5 guns, 150 h.p., Haiphong.

Balconette, gunboat, Lieut. Lefevre, Saigon.

Caravane, gunboat, Lieut. Hue, Saigon.

Casse-tete, gunboat, 140 tons, 5 guns, 150 h.p., Saigon.

Chateaufort, cruiser (Flagship of Rear-Admiral de Fougues de Jonqueres, 2nd in command), 5,015 tons, 15 guns, 17,000 h.p., Capt. V. Poitout, Baie d'Along.

Comete, gunboat, 525 tons, 4 guns, 438 h.p., Comdr. Louis, Haiphong.

D'Aves, cruiser, 400 tons, 31 guns, 9,500 h.p., Saigon.

Decidee, gunboat, 645 tons, 10 guns, 1,000 h.p., Lieut. Comdr. L'Est, Shanghai.

Doucet, cruiser, 3,395 tons, 14 guns, 5,000 h.p., Commander Amet, at present at Saigon.

Estoc, gunboat, guns, guns, h.p., Lieut. Meze, Haiphong.

Francisque, destroyer, 383 tons, 7 guns, 630 h.p., Lieut. Cotoni, at present at Saigon.

Fronde, destroyer, 350 tons, 7 guns, 303 h.p., Lieut. Jehenne, Baie d'Along.

Gueydon, cruiser, 9,376 tons, 36 guns, 20,200 h.p., Capt. Goudot, Baie d'Along.

Henri Riviere, gunboat, guns, guns, h.p., Lieut. Portier, Haiphong.

Jacques, gunboat, Lieut. Corloner, Haiphong.

Javelote, destroyer, 307 tons, 7 guns, 300 h.p., Lieut. Comdr. Beaussant, Baie d'Along.

Kersaint, gunboat, 1,250 tons, 6 guns, 2,200 h.p., Comdr. Le Gollieur, Shanghai.

Lynx, submarine, Lieut. Ambruster, Saigon.

Montana, cruiser (Flagship of Vice-Admiral Montalvi, at present at Chioo), 9,700 tons, 12 guns, 19,000 h.p., Capt. Darigot, Fouries.

Base d'Along.

Monarque, destroyer, Lieut. Prat, Baie d'Along.

Oly, gunboat, guns, guns, h.p., Lieut. Audemar, Yangtze.

Pascal, cruiser, 4,015 tons, 27 guns, 8,500 h.p., Comdr. Chevalier, Saigon.

Peilo, gunboat, Lieut. Lavisser, Tongue.

Pistole, destroyer, Lieut. de Reinach-Worth, Baie d'Along.

Proteus, submarine, Lieut. Glorieux, Saigon.

Redoutable, battleship, (in reserve) 24,377 tons, 8 guns, 6,071 h.p., Comdr. C. P. M. Poitout, Saigon.

Sabre, destroyer, Lieut. Lebarl, Saigon.

Styx, cruiser, 1,796 tons, 10 guns, 1,700 h.p., Comdr. T. de Balencourt, Saigon.

Sully, cruiser, 10,014 tons, 38 guns, 21,000 h.p., Captain Guiberteau, (aground).

Surprise, gunboat, 6.9 tons, 2 guns, 900 h.p., Lieut. Boque, Hunkow.

Takou, gunboat, Yangtze.

Takou, battleship, (reserve) 6,150 tons, 23 guns, 4,560 h.p., Lieut. Saigon.

Vigilante, gunboat, 123 tons, 7 guns, 500 h.p., Lieut. Jemca, Canton.

Bussard, cruiser, 1,857 tons, 15 guns, 2,900 h.p., Comdr. Huss.

Fatherland, gunboat, guns, guns, h.p., Captain von Eulow, Wuhu.

Furst Bismarck, (flagship), 11,000 tons, 36 guns, 14,000 h.p., Captain Provo, Singapore.

Geier, cruiser, 1,776 tons, 15 guns, 2,900 h.p., Comdr. von Stadnitz, Hongkong.

Hams, cruiser, 6,230 tons, 34 guns, 10,000 h.p., Captain Weber, Shanghai.

Horla, cruiser, 6,500 tons, 37 guns, 10,000 h.p., Capt. Baron Schimmelmann, Hongkong.

Illis, gunboat, 1,



## POST OFFICE NOTICES.

The *S.S. Simla*, with the English Mail of the 24th February, left Singapore on Saturday, the 19th inst., at 5 p.m., and may be expected here on or about Friday, the 24th inst., at about 6 a.m. This packet brings replies to letters despatched from Hongkong on the 24th January. This steamer brings the parcel mails closed in London for despatch by the all sea route on the 16th February, and for despatch overlaid on the 22nd February.

## MAILS WILL CLOSE

FOR	PER	DATE
Macao	Wingchui	Tuesday, 21st, 7.30 A.M.
Canton	Poonan	Tuesday, 21st, 7.30 A.M.
Singapore, Penang and Colombo	Rhenanien	Tuesday, 21st, 10.00 A.M.
Shanghai	Slavonia	Tuesday, 21st, 10.00 A.M.
Europe, India via Tutuila	Oceanic	Tuesday, 21st, 10.00 A.M.
(Late Letters 11.00 to 11.30 A.M. Extra Postage 10 cents.)		
(Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail)		
Macao	Heungshan	Tuesday, 21st, 1.15 P.M.
Manila	Tan	Tuesday, 21st, 3.00 P.M.
Amoy, Straits and Bangkok	Tan	Tuesday, 21st, 3.00 P.M.
Canton	Hongkong	Tuesday, 21st, 3.00 P.M.
Kongmoon, Kumelek and Kankong	Hongkong	Tuesday, 21st, 3.00 P.M.
Macao	Wingchui	Wednesday, 22nd, 7.30 A.M.
Canton	Futshan	Wednesday, 22nd, 7.30 A.M.
Shanghai, Nagasaki, Kobe, Yokohama and Seattle	Minnesota	Wednesday, 22nd, 11.00 A.M.
Macao	Heungshan	Wednesday, 22nd, 1.15 P.M.
Singapore, Penang and Calcutta	Suway	Wednesday, 22nd, 2.00 P.M.
Kobe	Chingta	Wednesday, 22nd, 3.00 P.M.
Canton	Poonan	Wednesday, 22nd, 3.00 P.M.
Kongmoon, Kumelek and Kankong	Tukking	Wednesday, 22nd, 3.00 P.M.
Macao	Wingchui	Thursday, 23rd, 7.30 A.M.
Canton	Hongkong	Thursday, 23rd, 7.30 A.M.
Kudat and Sandakan	Bureo	Thursday, 23rd, 8.00 A.M.
Macao	Confidence	Thursday, 23rd, 11.00 A.M.
Kongmoon, Kumelek, Shihing and Takling	Heungshan	Thursday, 23rd, 1.15 P.M.
Canton	Suway	Thursday, 23rd, 2.00 P.M.
Kongmoon, Kumelek and Kankong	Hongkong	Thursday, 23rd, 3.00 P.M.
Macao	Wingchui	Friday, 24th, 7.30 A.M.
Canton	Kinshan	Friday, 24th, 7.30 A.M.
Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco	Korea	Friday, 24th, 11.00 A.M.
(Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents.)		
Macao	Heungshan	Friday, 24th, 1.15 P.M.
Singapore and Surabaya	Hongkong	Friday, 24th, 2.00 P.M.
Manila	Loongpan	Friday, 24th, 3.00 P.M.
Kongmoon, Kumelek and Kankong	Tukking	Friday, 24th, 3.00 P.M.
Canton	Poonan	Friday, 24th, 3.00 P.M.

## TO-DAY.

Sale, Shirting Prints, Sales Rooms, Mr. V. I. Remdes, noon.  
Dallas-Kandmann Opera Co., Theatre Royal, 9 p.m.

## TO-MORROW.

Sale, Miscellaneous, Hop Yik's Godown, West Point, Moore, Hughes & Hoagh 11 a.m.  
Sale, Coal, Chinese Engineering and Mining Co.'s Godown, Yammat, Mr. Geo. P. Lammer, noon.  
Sale, Furniture, 13, Knutsford Terrace, Kowloon, Mr. Geo. P. Lammer, 2.45 p.m.

## COMMERCIAL.

## CLOSING QUOTATIONS.

ON LONDON.	20th March
Telegraphic Transfer	110 1/2
Bank Bills, on demand	110 1/2
Bank Bills, at 30 days' sight	110 1/2
Bank Bills, at 4 months' sight	110 1/2
Credits, at 4 months' sight	110 1/2
Documentary Bills, at 4 months' sight	110 1/2
ON BANKS.	
Bank Bills, on demand	234
Credits, at 4 months' sight	238
ON GERMANY.	
On demand	180 1/2
ON NEW YORK.	
Bank Bills, on demand	45 1/2
Credits, 60 days' sight	46 1/2
ON HONKONG.	
Telegraphic Transfer	138 1/2
Bank, on demand	138 1/2
ON CALCUTTA.	
Telegraphic Transfer	138 1/2
Bank, on demand	138 1/2
ON SHANGHAI.	
Bank, at sight	71 1/2
Private, 30 days' sight	72 1/2
ON YOKOHAMA.	
On demand	91 1/2
ON MANILA.	
On demand	81 p.m.
ON SINGAPORE.	
On demand	11 1/2
ON BATAVIA.	
On demand	81 p.m.
ON PHILIPPINES.	
On demand	81 p.m.
ON SAIGON.	
On demand	81 p.m.
ON BANGKOK.	
On demand	81 p.m.
SOVEREIGNS, Bank's Buying Rate	104.65
GOLD LEAF, 100 fine, per ounce	85
RUB SILVER, per ounce	56 1/2

## VESSELS EXPECTED.

**THE ENGLISH MAIL.**  
The P. & O. str. *Simla* left Singapore for this port on the 18th March at 5 p.m., and is due here on the 24th March at 6 a.m.

**THE GERMAN MAIL.**  
The I.G.M. str. *Prinz Regent Luitpold* left Kobe via Nagasaki and Shanghai on Sunday, p.m., and may be expected here on Tuesday, the 22nd March.

The I.G.M. str. *Prinz Eitel Friedrich* left Colombo on Friday, p.m., and may be expected here on Wednesday, a.m., the 22nd March.

**THE AMERICAN MAIL.**  
The O. & C. str. *Coptic*, from San Francisco to the 25th ult., via Honolulu, left Yokohama for this port on the 17th March via Kobe, a.m., and is due here on the 22nd March.

**MERCHANT STEAMERS.**  
The steamer *Sagami* left Singapore for this port via Manila on the 11th March.

The A.L. str. *Trivette* left Singapore for this port on the 16th March, a.m.

The O.S. & C.M. str. *Kaisow* left Singapore on the 17th March at 5 p.m., and may be expected here on the 22nd March.

The C.M. str. *Tenaka* left Singapore on the 18th March, and is due here on the 24th March.

The steamer *Hindistan* left New York on the 13th Feb.

The P. & A. steamer *Nicomedia*, sailed from Portland, Or., on the 26th Feb., and is due here on the 26th March.

The A. steamer *Claverburn* left New York on the 23rd Feb., and is due here on the 25th April.

The C.P.E. steamer *Tartar* left Vancouver for Hongkong via usual ports of call on Tuesday, the 7th March, p.m.

**STEAMERS PASSED THE CANAL.**  
Feb. 24th—*Ceylon*, *Service*, *Benken*, *Ita*, *Rosa*, *Ugela*, *Crocodon*, *Kavren*, *Stillestad*, 28th—*Paloma*, *Segovia*, *Dunay*, *Hilary*, *Neumuhlen*, Mar. 3rd—*Jason*, *Pera*, *Carm*, *Karoon*, *Allemannia*, 7th—*Annem*, *Bendler*, *Indramaya*, *Orange*, *Pera*, *Falldown*, *Hall*, *Penna*, *Prism*, *Prinz Eitel Friedrich*, 10th—*Dardania*, *Zieten*, *Antig*, *Alexandra*, *Jelani*, *Stary*, 14th—*Andria*, *Armand*, *Belie*, *Glenlechy*.

## JOINT STOCK SHARES.

COMPANY.	PAID UP.	QUOTATIONS.
Alhambra Banks	\$200	\$100, sales
Hongkong & Shanghai	\$125	\$750, buyers
National B. of China		
A. Shares	28	\$30, sales & buyers
B. Shares	28	\$30, sales & buyers
Founders	21	\$10
Bell's Asbestos E. A. 123	61	\$5 1/2, buyers
China-Banco Co.	\$12	\$14 1/2, sellers
China Light & P. Co.	\$10	\$9, sales
China Provision	\$10	\$8 1/2, sellers
Cotton Mills		
Evo.	Tls. 50	Tls. 27 1/2, buyers
Hongkong	\$10	\$15
International	Tls. 75	Tls. 25, sales
Lauching Mow	Tls. 100	Tls. 30, sales
Soychec	Tls. 500	Tls. 150, buyers
Dairy Farm	\$6	\$12 1/2, sales & buyers
Docks and Wharves		
Furnham, B. & Co.	Tls. 100	Tls. 144, sellers
H. & K. Wharf & G.	\$50	\$105, buyers
H. & W. Dock	\$50	\$207, sales
New Amoy Dock	\$10	\$27, sellers
Shui & H. Wharf	Tls. 100	Tls. 150
Fenwick & Co. Geo.	\$25	\$30, ex div. sellers
Green Island Cement	\$10	\$23 1/2, sales & buyers
Hongkong & C. Gas	\$10	\$100, buyers
Lauching Electric	\$10	\$15, buyers
Do. New	\$10	\$15, buyers
H. K. L. Tramway Co.	\$100	\$210, buyers
Hongkong Hotel Co.	\$50	\$141, buyers
Hongkong Ice Co.	\$25	\$242, sellers
Hongkong Rope Co.	\$30	\$155
H. K. S. Waterboat	\$10	\$161, sales & sel.
Insurance		
China	\$50	\$285
China Fire	\$20	\$80, sellers
China Traders	\$25	\$34 1/2, sales
Hongkong Fire	\$30	\$115, sellers
North China	\$25	\$15, sales
Union	\$100	\$105, sales & sel.
Yangtze	\$60	\$100
Land and Building		
Hongkong Land	\$100	\$127, buyers
Hongkong Estate	\$10	\$12, sellers
Do. New	\$10	\$12, buyers
Kowloon Land & B.	\$10	\$30, buyers
Shanghai Land	Tls. 30	Tls. 11 1/2
West Point Building	\$50	\$54 1/2, sellers
Mining		
Charbonnages	Fcs. 250	\$400
China	18 1/2	\$4, sales
Philippine Co.	\$10	\$9 1/2, buyers
Railways		
China Sugar	\$100	\$230
Luon Sugar	\$100	\$25, buyers
Steamship Companies		
China and India	\$25	\$22, buyers
Douglas Steamship	\$50	\$34
H. Canton & M.	\$15	\$34 1/2, sellers
Indo-China S.N. Co.	\$10	\$12 1/2, buyers
Shell Transport Co.	\$10	\$12 1/2, sellers
Do. Preference	\$10	\$10 1/2
Star Line	\$10	\$7 1/2, sellers
Do. New	\$10	\$7 1/2, buyers
Shanghai & H. Dyeing	\$50	\$50
South China M. Post.	\$25	\$23, buyers
Steam Laundry Co.	\$5	\$7, buyers
Do. New	\$5	\$4 1/2, buyers
Stores & Dispensaries		
Campbell, M. A. Co.	\$10	\$30, sellers
Edwards & Co., Wm.	\$10	\$12 1/2, sellers
Watkins	\$10	\$12 1/2, buyers
Watson & Co. A. S.	\$10	\$12 1/2, sales & buy.
United Asbestos	\$4	\$4 1/2
Do. Founders	\$10	\$10

## HONGKONG TIME TABLE.

From 21st to the 27th March.			
To correct Zone Time add 23 min. and 18 sec.			
High Water.	Low Water.	High Water.	Low Water.
Day	Time	Day	Time
Tues. 21	0 23 1/2	Wed. 22	0 31 1/2
Wed. 22	0 34 1/2	Thurs. 23	0 37 1/2
Thurs. 23	0 40 1/2	Fri. 24	0 43 1/2
Fri. 24	0 46 1/2	Sat. 25	0 49 1/2
Sat. 25	0 52 1/2	Sun. 26	0 55 1/2
Sun. 26	0 58 1/2	Mon. 27	1 01 1/2

## HONGKONG BUSINESS DIRECTORY.

**BOOKBINDING.**  
"DAILY PRESS" OFFICE.  
The only office in China having European taught workmen. Equal to Home work.

**JEWELLERS.**  
MAISON LEVY HERMAN'S  
Diamond Merchants and Watchmakers, 40 Watson's Building, Queen's Road. Also at Shanghai, Manila, Paris and Hong.

**PHOTOGRAPHER.**  
M. MUMEYA, JAPANESE ARTIST.  
Bromide and Grayton Enlargements and also colouring Photos and relief Photos. Views of China and Manila. Work done for Amateurs; No. 8A, Queen's Road Central.

**PRINTING.**  
DAILY PRESS OFFICE.  
Proofs read by Englishman.

**STOREKEEPERS.**  
BISMARCK & CO.,  
Navy Contractors, Ship Chandlery, Provision and Coal Merchants, Sail-makers, &c. Fresh Water supplied to Vessels in the Harbour.

**SHIPHANDLERS.**  
KWONG SANG & CO.,  
Shipchandlers, Sailmakers, Provisioners, Coal Merchants, Hardware, Engineers, Tools, Metal, Iron and Steel Merchants, 57, 58 & 59, Cunningham Road, New Prospe Central.

## NOTICE TO CONSIGNEES.

NORDEUTSCHER LLOYD, BREMEN.  
IMPERIAL GERMAN MAIL LINE.

## NOTICE TO CONSIGNEES.

## THE Steamship

"PRINZ HEINRICH."  
having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk in the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 8 A.M. To-morrow Morning, the 15th inst.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 21st inst., will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on Tuesday, the 21st inst., at 9.30 A.M.

All Claims must reach us before the 27th inst., or they will not be recognised.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by the undersigned.

NORDEUTSCHER LLOYD, MELBOURNE & CO., Agents.  
Hongkong, 14th March, 1905.

OCEAN STEAMSHIP COMPANY, LIMITED, AND CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

CONSIGNEES per Company's Steamer

"ALCINOUS."  
are hereby notified that the Cargo is being discharged into Craft, and/or landed at the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., where in both cases it will be at Consignees' risk. The Cargo will be ready for delivery from Craft or Godown on and after the 16th inst.

Optional Cargo will be landed, unless notice has been given prior to steamer's arrival.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined at 11 A.M., on the 21st inst.

No Claims will be admitted after the Goods have left the steamer's Godown, and all Goods remaining undelivered after the 21st inst., will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 24th inst., or they will not be recognised.

No Fire Insurance has been effected.

BUTTERFIELD & SWIRE, Agents.  
Hongkong, 15th March, 1905.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"CEYLON."  
FROM ANTWERP, LONDON, MALTA, PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary before 10 A.M. To-morrow, the 17th inst.

Goods not cleared by the 23rd inst., at 4 p.m., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Optional packages must be left in the Godowns for examination by the Consignees and the Company's representatives at an appointed hour. All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised. No Claims will be admitted after the goods have left the Godowns.

L. S. LEWIS, Acting Superintendent.  
Hongkong, 16th March, 1905.

OCEAN STEAMSHIP COMPANY, LIMITED, AND CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

CONSIGNEES per Company's Steamer

"OANFA."  
are hereby notified that the Cargo is being discharged into Craft, and/or landed at the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., where in both cases it will be at Consignees' risk. The Cargo will be ready for delivery from Craft or Godown on and after the 16th inst.

## HONGKONG, CANTON, MACAO &amp; WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO. LD. AND THE CHINA NAVIGATION CO. LD.

**HONGKONG-CANTON LINE.**  
S.S. "HONAM," 2,363 tons, Captain H. D. Jones.  
S.S. "POWAN," 2,338 tons, Captain R. D. Thomas.  
S.S. "FATSHAN," 2,260 tons, Captain W. A. Valentio.  
S.S. "HANKOW," 3,073 tons, Captain C. V. Lloyd.  
S.S. "KINSHAN," 1,935 tons, Captain J. J. Lossina.

Departures from Hongkong to Canton daily at 8.30 a.m. (Sunday excepted), 9 p.m. and 10.30 p.m. (Saturday excepted).

Departures from Canton to Hongkong daily at 8.30 a.m., 2 p.m. and 6 p.m. (Sunday excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin Accommodation.

**SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO. LD.**  
**HONGKONG-MACAO LINE.**  
S.S. "HEUNGSHAN," 1,895 tons, Captain W. E. Clarke.

Departures from Hongkong to Macao on weekdays at 2 p.m. Departures on Sundays at 12.30 p.m. Departures from Macao to Hongkong daily at 8.30 a.m.

**CANTON-MACAO LINE.**  
S.S. "LUNGSHAN," 219 tons, Captain T. Hamlin.

This Steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at 8.30 a.m. and leaves Macao for Canton every Monday, Wednesday and Friday at 8 a.m.

**JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO. LD. AND THE INDIA-CHINA STEAM NAVIGATION CO. LD.**  
**CANTON-WUCHOW LINE.**  
S.S. "SAINAM," 588 tons, Captain J. Wilcox.

S.S. "NANNING," 569 tons, Captain C. Butchart.

One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at 8.30 a.m., and the other leaves Wuchow for Canton on the same days at 8.30 a.m. Round trips take about 5 days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the—  
**HONGKONG, CANTON AND MACAO STEAMBOAT CO. LD.**  
18, Bank Buildings, Queen's Road Central (opposite the Hongkong Hotel);  
Or of BUTTERFIELD & SWIRE, Agents, CHINA NAVIGATION CO. LD.

**NOTICES TO CONSIGNEES.**  
BOSTON TOW BOAT COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "PLEIADES."  
FROM TACOMA, VICTORIA, YOKO, HAMA, KOBE AND MOJI.

THE above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharges of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected by us in any case whatever.

DODWELL & CO., LD. Agents.  
Hongkong, 15th March, 1905.

NOTICE TO CONSIGNEES.

FROM MIDDLESBOROUGH, ANTWERP, LONDON AND PORTS.

THE Bucknall Line Steamship

"BEIRA."  
having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godown at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be carried on unless instructions are given to the contrary before 4 p.m. To-day, the 18th inst.

Goods not cleared before the 25th inst., will be subject to rent.

All ship-damaged packages must be left in the Godowns and notice of same sent to this Office before the 25th inst., or claims in connection therewith will not be recognised.

No Fire Insurance will be effected.

NIPPON YUSEN KAISHA, Agents.  
Hongkong, 1th March, 1905.

**HONGKONG HIGH-LEVEL-TRAMWAYS COMPANY, LIMITED.**  
TIME TABLE.

WEEK DAYS.

7.30 a.m. to 8.00 a.m. Every 10 minutes.  
8.00 a.m. to 8.30 a.m. Every 15 minutes.  
8.30 a.m. to 9.00 a.m. Every 10 minutes.  
9.00 a.m. to 9.30 a.m. Every 15 minutes.  
9.30 a.m. to 10.00 a.m. Every 10 minutes.  
10.00 a.m. to 10.30 a.m. Every 15 minutes.  
10.30 a.m. to 11.00 a.m. Every 10 minutes.  
11.00